

**FINAL GENERIC
ENVIRONMENTAL
IMPACT STATEMENT
FOR THE
MELVILLE AREA**

**TOWN BOARD
TOWN OF HUNTINGTON
TOWN HALL
100 MAIN STREET
HUNTINGTON, NY 11743**



617.21
Appendix I
State Environmental Quality Review
FINDINGS STATEMENT

Pursuant to Article 8 (State Environmental Quality Review Act—SEQR) of the Environmental Conservation Law and 6 NYCRR Part 617, the TOWN BOARD, as lead or involved agency, makes the following findings.

Name of Action:

MELVILLE GENERIC ENVIRONMENTAL IMPACT STATEMENT

Description of Action:

Impact statement prepared to study the cumulative effects of industrial development in the Melville area.

Location: (Include street address and the name of the municipality and county.)

The entire Melville Industrial area as outlined in the impact statement

Agency Jurisdiction(s):

Town Board decides zoning

Date Final EIS Filed:

March 15, 1989

Facts and Conclusions in the EIS Relied Upon to Support the Decision:
(Attach additional sheets, as necessary)

SEE ATTACHED

Identification Number _____

Name of Action _____

CERTIFICATION OF FINDINGS TO APPROVE/FUND/UNDERTAKE

Having considered the Draft and Final EIS, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.9, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met;
2. Consistent with the social, economic and other essential considerations from among the reasonable alternatives thereto, the action approved is one which minimizes or avoids adverse environmental effects to the maximum extent practicable; including the effects disclosed in the environmental impact statement, and
3. Consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided by incorporating as conditions to the decision those mitigative measures which were identified as practicable.
4. (and, if applicable) Consistent with the applicable policies of Article 42 of the Executive Law, as implemented by 19 NYCRR 600.5, this action will achieve a balance between the protection of the environment and the need to accommodate social and economic considerations.

TOWN OF HUNTINGTON TOWN BOARD

Name of Agency

Richard Machta

Signature of Responsible Official

RICHARD MACHTA

Name of Responsible Official

DIRECTOR OF PLANNING DEPT.

Title of Responsible Official

4/12/89

Date

TOWN HALL 100 main st. Huntington NY, 11743

Address of Agency

OR

CERTIFICATION OF FINDINGS TO DENY

Having considered the Draft and Final EIS, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.9, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have not been met;
2. Consistent with the social, economic and other essential considerations from among the reasonable alternatives thereto, the action denied is one which fails to adequately minimize or avoid adverse environmental effects to the maximum extent practicable; and/or
3. Consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process cannot be adequately minimized or avoided by the mitigation measures identified as practicable.
4. (and, if applicable) Consistent with the applicable policies of Article 42 of the Executive Law, as implemented by 19 NYCRR 600.5, this action will not adequately achieve a balance between the protection of the environment and the need to accommodate social and economic considerations.

Name of Agency

Signature of Responsible Official

Name of Responsible Official

Title of Responsible Official

Date

Address of Agency

cc: Other Involved Agencies and the Applicant

46.

RESOLUTION ADOPTING THE FINDINGS STATEMENT FOR THE MELVILLE
GENERIC ENVIRONMENTAL IMPACT STATEMENT BY THE HUNTINGTON TOWN
BOARD

Resolution for the Town Board meeting dated: April 11, 1989

The following resolution was offered by: **COUNCILWOMAN TRIOLO**
and seconded by:

COUNCILMAN SAMMIS

WHEREAS, the Town of Huntington Department of Environmental Control, in conjunction with the Town of Huntington Planning Department, Lockwood, Kessler and Bartlett, Inc., Consulting Engineers, and RPPW, Inc., Planning and Development Consultants, has undertaken an extensive study of the socio-economic, environmental, and spatial factors existing in the Melville-Route 110 Area, also known as the Melville Office-Industrial Area, situated in the southwest portion of the Town of Huntington, Suffolk County, New York, in accordance with the terms and provisions of Article 8 (Environmental Quality Review) of the Environmental Conservation Law and the related rules and regulations implementing same, and thereafter, on March 14, 1989, the Huntington Town Board adopted Resolution Number 26, adopting the Final Generic Environmental Impact Statement, consisting of the Draft Generic Environmental Impact Statement, dated April 1988, comments by the public and responses to comments dated February, 1989, the latter which was prepared by Lockwood, Kessler and Bartlett, Inc., and the staff of the Town of Huntington Planning Department, pursuant to Section 617.9 of Part 617 of Title 6 NYCRR; and

WHEREAS, the Huntington Town Board is desirous of completing this process by adopting a statement of findings and conclusions summarizing the Final Generic Environmental Impact Statement for the Melville-Route 110 Area, the objective of which has been to develop an optimum land use plan for the area so as to insure a favorable quality of life for area residents, and a favorable quality of working environment for businesses [DGEIS, 1-4], by engaging in a process whose stated objectives were the following four goals: (1) definition of the existing environment and socio-economic character of the area, (2) identification of current development and the assessment of its impacts on the area, (3) the analysis of plausible potential future scenarios with their resulting impacts, and (4) the preparation of recommendations for land use policy and the implementation of such policy [DGEIS, S-2]; now therefore be it

RESOLVED, that consistent with social, economic, environmental, spatial and other essential considerations, to the maximum extent practicable, adverse environmental impacts

revealed during the process of formulating this generic environmental impact statement and its Preferred Plan, will be minimized or avoided, and that the adoption of this generic environmental impact statement will provide policy guidelines for the future development of the Melville-Route 110 Area; and be it further

RESOLVED, that the Huntington Town Board hereby adopts the following Statement of Findings and Conclusions, and also affirms that, as recommended in the body of the Final Generic Environmental Impact Statement that an on-going program of monitoring the plan must be adopted.

VOTE:

AYES:

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NOES:

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The resolution was thereupon declared duly adopted.

	DIRECTOR	
	ASST. DIRECTOR	
	CHAIRMAN	
	AGENDA	
	FILE	

RECEIVED
APR 17 1989

HUNTINGTON TOWN
PLANNING DEPT.

INTRODUCTION TO THE FINDINGS STATEMENT
FOR THE
MELVILLE
GENERIC ENVIRONMENTAL IMPACT STATEMENT

The Town of Huntington Planning Board has given consideration to the Final Generic Impact Statement for the Melville-Route 110 Area. This is a draft document prepared by Lockwood, Kessler & Bartlett Inc. and RPPW Inc.

Through the adoption of the Statement of Findings, the requirements of Section 617.9 of New York State Environmental Quality Review Law are met. The action to be carried out and approved is one which minimizes and avoids adverse environmental effects to the maximum extent practicable. This includes the potential effects disclosed in the relevant GEIS. The proposed action is consistent with social, economic and other essential considerations from among reasonable alternatives. Practical mitigation measures have been identified and incorporated.

The facts and conclusions presented in the GEIS relied upon to support the decision to the action include the following:

- The Melville-Route 110 Area is subjected to increasing stresses as a result of pressure for continued growth.
- The Melville-Route 110 Area has developed into a major center of economic activity. Serviced by the LIE, the Northern State Parkway, NYS Route 110 and a network of Suffolk County and Town Roads the area has proven to be an attractive one for commercial activity and development.
- The Melville-Route 110 Area was identified in the 1966 Town of Huntington Comprehensive Plan as an area in which growth of offices were to be encouraged. Currently there are built or approved more than 11 million square feet of offices, industry, warehouses and commercial establishments. If unchecked and allowed to develop at existing trends a total building floor area as high as 23 million square feet is expected to develop.

Specific areas of concern have been examined to identify the facts needed to estimate impacts of future developments. Included are the following:

-Traffic and the ability to provide for traffic flow will be the major determining factor controlling future development. Currently the road system is overburdened. Alternatives to the use of the privately owned automobile are minimal at best.

-A number of intersections currently operate at poor levels of service during AM and PM PEAK HOURS. existing characteristics of intersections studied in the area indicate the congested nature of the roadway network. Increases in traffic volume will worsen the situation.

-Arterial levels of service measured along stretches of

roadways between major intersections is identified as unacceptable in a number of instances.

-Information presented on traffic accidents in the area shows

a steady rise of incidents at intersections from 313 in 1983 to 349 in 1984 to 399 in 1985.

- Mass transportation plays an insignificant role in solving existing problems caused by traffic volumes. The bus system plays a minor role as a means of travel because of congestion, lack of direct service, lack of frequency during peak hours, lack of interaction with the railroad, lack of sidewalks and amenities (bus shelters).
- The LIRR has closed the station at Republic and a schedule of service biased to NYC discourages reverse commutation and intra-county use.
- Air quality will be primarily influenced by traffic.
- Noise impact will be primarily influenced by traffic.
- Water resources will be affected by future development. The Melville-Route 110 area is located within the Deep Flow Recharge Area identified by the LIRPB 208 Study. The area is within Hydrogeological Zone I and NYSDEC Groundwater Management Zones I & II
- The majority of the residents are served by public water from the South Huntington Water District.
- The undeveloped area provides potential for expansion of the SHWD. The permissible sustained yield of the 3340 acre study area is approximately 3.8 million gallons per day . Current consumption is approximately .40 mgd (1.98 mgd are recharged)
- Formation of a sewer district (Melville Industrial Sewer District) will reduce recharge.

OUTLINE OF DATA, FACTS AND ISSUES
TO BE CONSIDERED

-Increasing environmental stresses resulting from continued growth in the Melville-Route 110 area are reasons for concern.

-The Melville-Route 110 area is readily accessible to the surrounding area (town, county, region). It has become a regional center.

-The Melville-Route 110 area is located within the deep flow recharge area as identified by LIRPB 208 Study as Hydrogeological Zone I

-The Melville-Route 110 area lies within Groundwater Management Zones I & II as identified by NYSDEC

-Majority of residents in the study area are served by public drinking water pumped from five South Huntington Water District wells. Some residents used private wells that were closed due to contamination.

-Suffolk County Sanitary Code Article 6 was adopted to reduce nitrate contamination by controlling density where sewers are unavailable. Article 6 also requires commercial uses, apartments, shopping centers, office and industrial buildings to remove nitrates if density exceeds comparable residential developments.

-Two facilities listed by NYSDEC as hazardous waste sites are the Sand Mine and I.W. Industries site. The nearby Bethpage Landfill is an EPA superfund site.

-The Melville-Route 110 area does not contain any significant surface water bodies.

-Existing vegetation includes some natural woodlands, agricultural fields, lawn and landscaped areas.

-The study area was extensively farmed. Much farmland has been converted to use of office and industrial buildings.

-Present agricultural use is primarily sod farming, vegetable and nursery.

-A special natural wooded area lies within the study area south of the LIE and west of Walt Whitman Road.

-No record of any significant habitat for endangered threatened or special concern species. The area is a possible migratory rest area.

-There are no wildlife preserves in the study area.

-Existing transportation system includes roads, buses, rail and airport.

-New York State Roads in the area include LIE, Northern State Parkway and Route 110. Suffolk County Roads include Ruland, Pinelawn, Walt Whitman, Spagnoli, Baylis, Maxess, Old Country, New York Ave, Old South Path and Half Hollow.

-Route 110 carries the highest volume of local traffic and a significant volume of truck traffic, especially at the intersection with the LIE.

-Generally, the lowest level of service acceptable to the NYSDEC is LOS C or D. Intersections north of the LIE on Route 110 are functioning below these standards.

Intersections identified as operating at LOS E and F are as follows:

AM
Pinelawn & N/Ser LIE
Old Cntry & NY Ave
Rd Swamp & S/Ser LIE

PM
Route 110 & Baylis
& Melville Pk
& S/Ser LIE
& Pinelawn
& Old Cntry
Ruland & Republic
Pinelawn & Colonial Sprgs
Old Cntry & NY Ave
Pinelawn & S/Ser LIE
W. Whitman & S/Ser LIE

-Existing characteristics of identified intersections indicate congestion of the roadway network. Increases in traffic volume will result in further deterioration of the capacity problem if no improvements are made.

-The LOS identified as E or F along particular routes and sections of routes are identified as follows:

ROUTE 110		WALT WHITMAN RD	
Old Cntry to Pinelawn	pm nb	Old Cntry to W. Whitman	am nb
S/Ser LIE to Melville Pk	pm nb		pm nb
Melville Pk to Hunt Quad	am nb		pm sb
Hunt Quad to Baylis	pm sb	W. Whitman to Sweet Hollow	pm nb
		N/Ser to S/Ser LIE	am sb
			am nb
			pm nb
		Route 110 to Spag. Rd	am nb
			pm nb

-Public transportation is limited in the study area. Use of available public transportation is limited with 97.4% of workers travelling by automobile. Rail is not convenient due to proximity of stations and bias of scheduled service on the LIRR to NYC. Suffolk County transit is major supplier of bus transportation in the county and study area, but the bus system plays a minor role as a means of travel because of congestion, lack of direct service, minimal frequency of bus service during peaks, limited service to the railroad and lack of sidewalks and amenities (shelters).

-Air transportation is found at the major NYC Airports and the local airports - MacArthur and Republic.

-The study area is located in the NY-NJ-Conn Interstate Air Quality Control Region (AQCR).

-The major concern for air quality is the potential impact of traffic generated carbon dioxide.

-Traffic will have the greatest impact on the generation of noise in the study area.

-Wastewater is currently handled by a combination of methods. There is a proposal to create the MELVILLE INDUSTRIAL SEWER DISTRICT that will serve as the agency responsible for the disposal of wastewater.

-Electric, gas and communication are available in the area and are adequate to meet the anticipated demand.

-The study area is served by the South Huntington Water District and the undeveloped areas are potential expansion areas for the SHWD. Existing water demands in the area are acceptable. The water quality is good while increases in nitrates in some wells has been observed.

-Solid waste generation in the study area is primarily composed of residential garbage and commercial generation of paper and cardboard. Residences generate 6 tons per day while office and industrial uses generate 42 tons per day. Solid waste is collected by private carriers, transported to the solid waste complex, incinerated and landfilled. The town has a pilot source separation program and is constructing a Resource Recovery Facility and Recycling Center to be opened early next decade..

-Office and industrial buildings uses make up the largest uses of land in the study area. Existing zoning includes commercial, office, industrial, hotel and residential.

-Currently there are more than 11 million square feet of office, industrial, warehouse and commercial space. There are 3.5 million square feet of office and industrial uses proposed or vacant. There are 358 acres of vacant land that is zoned for office or industrial use. Under current zoning Floor Area Ratios could be 1.2, 1.3, and 1.6 for I-2, I-2 and I-3 respectively. Pressures to develop have led to demand for underground parking. The average FAR in the area is .27 (some buildings exceed .5) With an FAR of .35, ultimate development would be 23 million square feet. Without controls the total floor area could reach 32.5 million square feet and maximum theoretical development could exceed 75 million square feet.

-Surrounding land use and zoning complement land use and zoning within the study area.

-FACTS OF THE TOWN OF HUNTINGTON

Population 201,512 (1980)

Population of Melville 8,139 (1980)

Housholds 60,142 (1980) +15%

52,306 (1970)

Median Age 31.9 (1980)

Housing Units 61,269 (1980 year round)

84% owner occupied

14% renter occupied

Housing vacancy rate - Melville 1%

-Regional perspective of the reveals shift from manufacturing to a service based economy. Job growth on LI will increase 3% per year and the fastest growth will be in the white collar workers. The U.S. Department of Commerce anticipates a slowing economy from 1990 to 1995.

-Melville is listed THIRD in LIRPB among the 33 major employment centers. Land in Melville is highly desirable and industry is being forced out.

-The labor force is affected by a shortage of workers,

availability of affordable housing and limitations of transportation alternatives.

- Melville provides an industrial/commercial tax base.

- Melville is competitive in the regional office market because of the following;

- central location and accessibility
- history of Route 110 and prestige
- lease costs below those in Nassau
- high quality labor force
- growth opportunities
- air quality standards are met

Larger structures are being erected and vacancy rates are low.

- Available overnight lodgings for visiting businessmen have not kept pace with the workforce. Plans for expanding the inventory are active.

- Concerns for greater police protection center around the anticipated problems to be expected from traffic congestion.

FORMULATION OF THE PREFERRED PLAN IN THE MELVILLE GEIS.

- The Comprehensive Plan of 1966 called for:

- *Maintenance of the residential character of the town supported by social and cultural needs.
- *Broadening of the tax base.
- *Maintenance of commercial activity.

- The Primary determining factor of desirable maximum growth in the study area is the capacity of the roadway network. When buildings under construction and under conversion become operational, traffic flow will deteriorate to unacceptable levels. Until the road system is upgraded non-residential development cannot be accommodated.

-OPTIONS

- *Ban non-residential development
- *Allow present trends to continue. An FAR of 0.35 will result in 23 million square feet of development.
- *Introduce non-residential uses that generate less vehicular trips.

- Options of land use to reduce trips.

- *Replace office/industrial with residential.
- *Limit non-residential development
- *Establish FAR for non-residential development.
- *Introduce non-residential development that

generates less trips.

-EXPECTED RESULTS OF THE PREFERRED PLAN

- Reduction of non-residential development

- No non-residential development outside selected areas

- Designation of industrial areas where office buildings will be limited

- Commercial service along Ruland Rd.

- Office and Industrial FAR of 0.30

FACTS PAGE FIVE

Maximum FAR of 0.15 for offices in industrial zone
Limit TOTAL non-residential development to 17 million
square feet

Reduce rate of growth of non-residential uses

-Calculated at low (1/acre), medium, (4/acre) and high(6/acre)
there can be 3100 housing units erected near this employment center

-A goal of future development should be to create pleasant
visual environment through the use of FAR, ZONING, and
ARCHITECTURAL REVIEW

-Future development is predicated on future improvement of the
roadway network. The PREFERRED PLAN includes:

*existing and under construction

*TIP and Northern State Transportation Improvement
Program

*recommended improvements

Rt 110 from LIE to N/S 6 lanes

N/S 6 lanes

Rt 110 at N/S 8 lanes

Rt 110 from LIE to Ruland Rd 8 lanes plus
turning lanes

Pinelawn Rd from 110 to Ruland 6 lanes

Other

-Significant increase in tax base

-Environmental impacts of PREFERRED PLAN include:

Topography- minor

Groundwater contamination from point sources- minor

Operating characteristics of roadways- INTOLERABLE
without extensive mitigating measures

Year 2007, CO concentrations will not significantly
affect air quality

Noise- minor

Electric, gas and communication- minor

Water and Sewage- can be supported with mitigating
measures

Clustering will reduce impacts of residential development

Changes in future land use will occur

Significant increase in population

Significant increase in jobs (16,000)

Increase in housing shortage

Increase demand for fire protection

Increase demand for ambulance services

Increase demand for police protection (traffic)

Increase demand on schools (minor due to existing excess
capacity and progressive impact)

Increase demand on libraries

Increase demand on recreational facilities

Increase demand on hospital- minor

Visual impact- minor due to less density and mass

MITIGATING MEASURES

- Unavoidable Adverse Impacts
 - Effects on groundwater due to:
 - fertilizer application
 - reduced recharge
 - road salt application
 - traffic generation
 - degradation of air resources
 - loss of agricultural land
- Irreversible Commitment of Resources
 - agricultural soil
 - groundwater
 - vacant lands
 - energy
 - construction material
- Growth Inducing Aspects
 - residents and workers
 - demand for support facilities
 - extension of sewer district
 - improvements to transportation
- Effects on Use and Conservation of Energy Resources
 - energy use will increase
 - natural gas, fuel oil and electricity use will increase
 - vehicular use will increase
 - mitigating measures will help conserve

ALTERNATIVES

- Ban non-residential developments
 - This does not allow for existing market pressures
- No Action- follow current trends
 - Will result in 11.7 million additional square feet of building for a total of 23 million square feet.
 - Road system will become intolerable. Water resources will be impacted less.

MELVILLE GENERIC ENVIRONMENTAL IMPACT STATEMENT

FINDINGS STATEMENT

The Melville-Route 110 Area has emerged as the dominant area of economic activity in the Town of Huntington, and one of, if not the dominant area of economic activity in the Nassau-Suffolk bi-county area, owing much to its favorable location and accessibility, easily developable land, regional market conditions, and the encouragement of the Town. Prior to 1960 the area had less than 130,000 square feet of approved office space on thirty acres and about one-quarter million square feet of approved industrial space on 62 acres. By January 1970, there were three-quarters of a million square feet of approved office space on 75 acres and 2.75 million square feet of approved industrial space on 304 acres, for a total of 3.5 million square feet of office and industrial space. By the beginning of 1980, approved office space had risen to nearly 3.2 million square feet on 234 acres, while approved industrial space had doubled to nearly 5.5 million square feet on 512 acres [8.7 million square feet total]. Finally, by the beginning of 1989 approved office space had more than doubled from what it had been in 1980, to more than 6.5 million square feet on 452 acres, exceeding approved industrial space which nevertheless had still increased to nearly 6.5 million square feet on 595 acres [13 million square feet total].

Pressures for expansion of the area, and for the intensification of development within the area via the conversion of industrial buildings to office sites continue. The area contains farms, open space, and sand mines that are likely to materially change. The area contains educational and institutional uses on its periphery that are not likely to materially change. The area contains a variety of residentially developed lands ranging in density from about one to seven dwelling units per acre, and ranging in style from typically detached single family homes, to attached townhouses [with even one small garden apartment "complex"].

The existing guide for development is the Town's Comprehensive Plan of 1965 and its amendment of 1966. The basic goals of this plan were threefold: (1) to keep the residential character of the Town, supported by necessary services and social and cultural institutions, (2) to broaden the tax base and widen the range of employment activities, and (3) to maintain the scale of commercial trade activity to meet the needs of residents [DGEIS, 2-52]. The plan did not provide policy guidance on density or mix of development, particularly as it related to the infrastructure such as roadways, utilities, community services, and the environment [DGEIS, 3-1].

The basic tool for implementing the Comprehensive Plan has been a zoning ordinance virtually unchanged in twenty years. Numerous changes have taken place in Melville indicative of the evolving nature of the role of the suburban landscape over nearly one-quarter century, as well as changes in the economic life of the nation. When the plan was first adopted the dominant activity in the area was industrial. As has been chronicled, the shift to office development has been pronounced. Note however that manufacturing and wholesale trade employment are still expected to increase over the next twenty years in the bi-county area.

Melville office projects have developed with a median Floor Area Ratio (FAR = Total Building Area / Total Lot Area) of 0.35 (or 35 square feet of building area for every 100 square feet of lot area), while Melville industrial projects have developed with a median FAR of 0.27.

As a rule, office uses generate about twice as much traffic per unit area of building as do industrial uses. The increase in jobs and resulting traffic was not foreseen. Evaluation of existing conditions demonstrates that this growth has overburdened the road system [DGEIS, S-2], and that there are pressures on the environment, the infrastructure system, and the delivery of public services. As development continues, these pressures may be transformed into such problems as increased traffic congestion, decreased emergency services, a stressed water supply, and impaired air quality [DGEIS, 1-3].

Alternative development plans were tested in the formulation of a Preferred Plan within the Melville GEIS. Three plans were examined in detail. The first alternative imposed a ban on all non-residential development beyond committed projects, and would yield a total of 14.4 million square feet of office and industrial space. All undeveloped land remaining would be zoned for low density residential use. The short term implementation of this plan would be reasonable, however it was deemed to be an unreasonable approach to long term planning and be inconsistent with the guidelines set forth in the existing comprehensive plan [DGEIS, S-3]. It would not provide for existing market pressures, future area needs, and unfairly limit future land uses. As such it would not be based on sound land use planning principles [DGEIS, 10-2].

The second alternative analyzed in depth was a scenario based upon existing trends. Essentially this scenario is a no action or a passive approach. Total non-residential development would exceed 23 million square feet. Most of

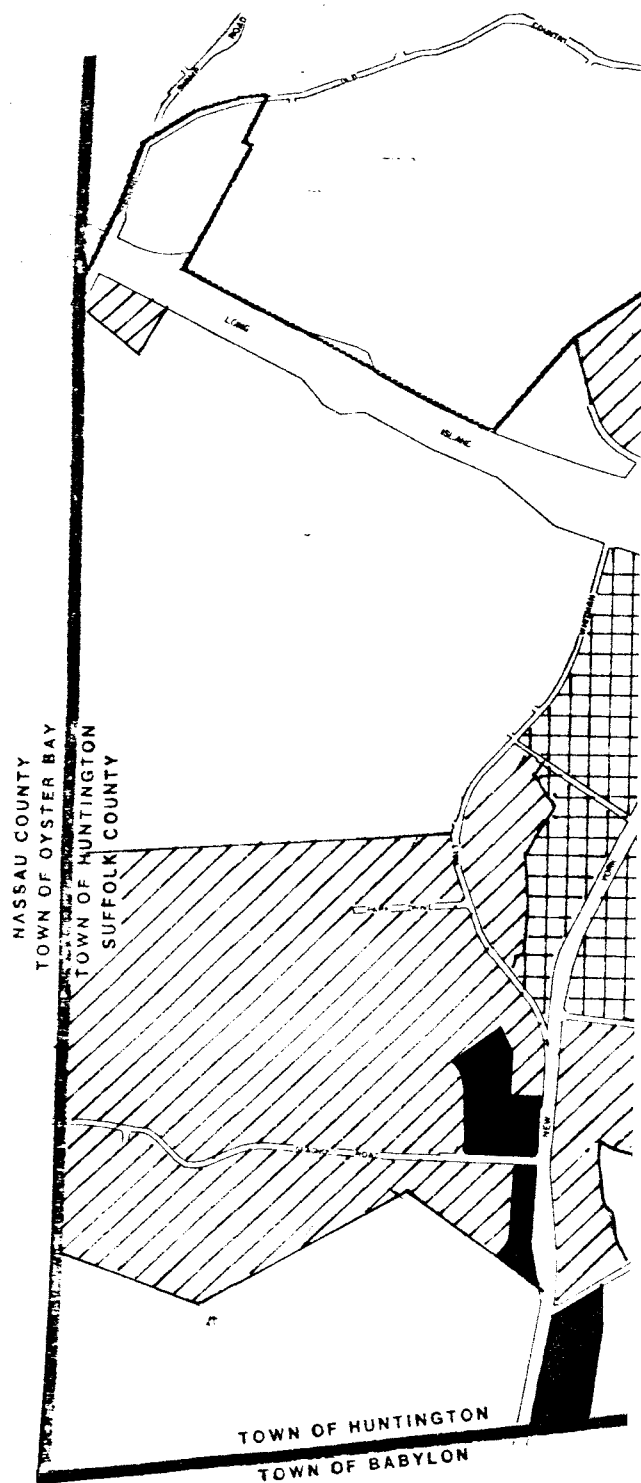
the new development would consist of offices, and a number of existing industrial buildings would be converted to office use [DGEIS, 10-12]. About 40,000 new employment opportunities would be created [DGEIS, S-14]. [Without additional controls the average FAR could increase to 0.50. In that case the total floor area could be 32.5 million square feet [DGEIS, 2-54]]. Significant adverse impacts would result from allowing such a passive approach. Traffic conditions would become intolerable, emergency services would suffer, air quality would worsen, noise levels would increase, and there would be a general deterioration in the quality of life.

The third alternative has been the development of a Preferred Plan, formulated in consideration of the Town's planning goals as reflected in the Comprehensive Plan, sound land use principles, existing development conditions, environmental constraints, and the limitations of the existing and projected infrastructure system [DGEIS, S-2 and 3-1].

The Melville-Route 110 Area is served by an extensive automobile transportation network including the Long Island Expressway and its service roads, the Northern State Parkway, state, county and town roads. While not within the study area, the Southern State Parkway also provides access to the area. It is also served by a mass transit system including bus and rail service, and a nearby general aviation airport. The Preferred Plan assumes a number of recommended roadway improvements that will either have been completed or be in progress by the year 2007. These improvements involve either extensive widening or further widening of the principal roads in the area. There are doubts as to the likelihood that these improvements would be accomplished within the time frame of the plan, if at all. As such, greater consideration must be given to non-roadway improvements [Abeles Schwartz Associates, Inc., Land Use Options for the Melville/Route 110 Area, 3].

The major divergence of the Preferred Plan from past policy is to differentiate an office-industrial core area from a primarily industrial area. These have been delineated on the basis of existing uses. Consultants updating the townwide comprehensive plan have recommended refining the Preferred Plan, and the Town Planning Department staff has recommended refining it still further.

The core office-industrial area would permit office and industrial uses. The GEIS recommends a maximum FAR of 0.30 for both categories of use. The Comprehensive Plan update, presently being prepared, recommends a maximum office FAR of 0.25 and a maximum industrial FAR of 0.35.



Instituting new zoning regulations that would create too many nonconforming parcels is not considered to be a judicious course, and evaluation, by Planning Department staff, of the data in the GEIS indicates that office uses in the core area be governed by a maximum FAR of 0.30, and that industrial uses in the core area be allowed a maximum FAR of one-third. In the peripheral industrial area, the GEIS recommends an office FAR not to exceed 0.15 and an industrial FAR not to exceed 0.25. Based on data in the GEIS the Planning Department Staff recommends that the peripheral areas allow industrial uses a maximum FAR of 0.33, while office uses be limited to an FAR of no more than 0.20. A major policy decision involves making the area more receptive to industry. Limiting industrial floor area ratios to less than is generally found runs contrary to this approach. Mixed use establishments in the peripheral area will have to be evaluated on the basis of their potential traffic generation. The total amount of land in the core areas and in the peripheral areas in the Planning Staff's scheme is less than in either the Preferred Plan of the GEIS or of the Comprehensive Plan update. This offsets somewhat the marginally less restrictive Floor Area Ratios that have been recommended.

Industrial uses generate about one-half the traffic per unit area than do office uses. Additional encouragement favoring industrial users of land, as a mitigating measure to traffic generation, include a lessening of the overly restrictive tenancy requirements now faced by industrial users. Presently, no more than three industrial users may occupy a building located in either an I-1 (6 acre minimum lot size) or an I-2 (3 acre minimum lot size) Light Industry District, (while no such tenancy restrictions are placed upon office buildings), and each user must occupy no less than 20,000 and 15,000 square feet respectively. There are several instances of legal occupancy by more than three industrial users without any deterioration in the high quality of development. Industrial occupancy requirements should be relaxed, permitting up to six tenants with as little as 5,000 square feet each. In addition, mini-storage warehouse facilities, which have extremely low traffic generation characteristics, should be allowed in the peripheral industrial areas without regard to tenancy requirements normally applied.

In furtherance of the objective of mitigating existing and future traffic generation, the use of staggered work hours and car pooling is encouraged. Worker shifts are more traditionally ingrained in industrial enterprises than offices.

Encouragement is also to be given to commercial uses which generate complementary (i.e. off-peak hour and weekend) traffic. Retail development has the added benefit of generating less rush hour traffic than either industry or offices [Abeles-Schwartz, Land Use Options for the Melville/Route 110 Area, pp. 9 & 10]. Such an area presently exists along Walt Whitman Road just south of Old Country Road. Another such area is proposed on the east side of Route 110 south of Ruland Road. New office development should be prohibited from these locales. The Preferred Plan designates a small retail service area along the south side of Ruland Road east of Maxess Road. This has not been recommended by the Abeles Schwartz report, and the locale has been co-opted by the retail area resulting from an out of court settlement permitting this use along the east side of Route 110 south of Ruland Road. This immediate area could either be designated for high density residential use, or peripheral industrial use. If market conditions warrant it, it could still eventually be developed for neighborhood services. Other complementary uses besides retail, personal service (including day care), and restaurant uses include passive recreational (i.e. movie theaters) and active recreational (i.e. racquetball and health clubs) facilities. In furtherance of the goal of reducing vehicular trip generation during peak and during lunchtime hours, retail, personal service uses, and eating establishments should be permitted, to a limited extent, as accessory uses within office buildings.

Design features making new development in the area more at scale to other than automotive accessibility, both inter and intra-area, should be encouraged in both the commercial and residential portions of the Melville-Route 110 Area.

The Preferred Plan redesignates office-industrial areas for residential use, and recommends that some of the residential areas now indicated for low density development be allowed to develop for medium and high density residential use. Lands to remain as low density include those peripheral lands occupied by state facilities and those sensitive to steep slopes. Medium and high density development is rationalized for areas adjoining locales where development at comparable densities has already taken place. This increased density is desirable because it will provide an additional supply of housing near places of employment [DGEIS, 3-7]. At present, there is a shortage of housing that is affordable for low, moderate and middle income people. Although the implementation of the Preferred Plan will increase the housing shortage, it will be to a lesser extent than if no housing were being planned for. By providing for some of the housing, the amount of traffic entering from outside the area could be reduced [DGEIS, 4-

30]. Ultimately, housing would be created for almost 11,200 residents, which would be about three times the number that would result from either the ban or the trend scenarios [see DGEIS, Table 10-4]. "Affordable" housing could be achieved through the use of floor area restrictions, thereby insuring smaller units, and/or utilizing density incentives. Most assuredly, residential development will have a lesser impact on traffic volumes than non-residential development [DGEIS, S-4].

The Preferred Plan encourages the maximum use of clustering and the creation of buffer areas, utilizing native vegetation and minimizing the use of turf areas as a mitigating measure for a number of developmental impacts resulting from the implementation of this plan.

The quality of groundwater will be affected by implementation of the Preferred Plan. High and medium density residential development will not be able to proceed without the approval of the Suffolk County Department of Health Services. These developments will have to install either on-site denitrification or package sewage treatment plants to treat and dispose of their liquid sanitary waste, or they will have to connect to an existing sewer district [DGEIS, 4-4]. Obviously, sewage generated by nonresidential establishments must also satisfy the requirements of the health department. The quantity of water available in the study area is adequate to support the implementation of the Preferred Plan [DGEIS, S-5]. There is sufficient natural recharge available in the study area to replace consumptive use. As stated previously, cluster development is recommended so as to retain as much existing natural vegetation as possible, and to maximize the surface area available for natural recharge. Replanting with low maintenance grass and vegetation are recommended to help reduce fertilizer loading of nitrates and the conservation of water. Limitations on turf and landscaped areas is also recommended for this reason.

As a further mitigating measure, limitations on parking lot paving for commercial establishments should be adopted. The present zoning ordinance provides minimum parking requirements but does not set maximum limits. Site approval agencies should not permit the over paving of properties. The existing C-2, I-2 and I-3 districts found in the area only require side and rear yard parking buffers of five (5) feet [and in the case of the C-2, the front yard parking buffer is only five (5) feet]. This buffer is inadequate for mitigation of the visual, noise, habitat or recharge impacts of office-industrial development. The I-1 zoning district has a requirement of 6 acres and does not allow parking within 50 feet of a residence district boundary or

within 25 feet of a side or rear yard. Provision for 10 cars to park within the front yard is provided however, the 10 parking spaces can not be any closer than 50 feet to the front property line. The I-2 and C-2 zoning districts have a 3 acre requirement and I-3 has a one (1) acre requirement. Restrictions similar and perhaps proportional to the parking requirement for the I-1 district should be explored.

There will be a loss of open space and farm vistas from implementation of the Preferred Plan (as there would be from both the ban and trend scenarios). Maximum clustering, proper landscaping and revegetation will mitigate this impact somewhat. There will be a greater mix of developmental forms adding variety to the visual landscape. The very presence of features accommodating to the residents and to the working population, so that people themselves might become a more prevalent visual feature on the scene, will mitigate this impact somewhat. Clustering, as a design feature, will help to create recognizable neighborhoods. In addition to clustering residential sites, pitched roofs should be used when homes are viewed from above, such as from the expressway [Abeles-Schwartz, Land Use Options..., p. 25]. Limits being imposed on office and industrial floor area ratios should result in increased landscaped areas around these facilities [DGEIS, S-9]. The existing prohibition against using underground parking structures in order to increase commercial yields would most likely become superfluous if floor area ratios and increased buffers for parking are adopted as the controlling factors. In fact, the visual impacts of development could be lessened through the use of underground parking structures.

The noise impacts from the implementation of the Preferred Plan are not expected to be significant [DGEIS, S-6]. Again, the maximum use of clustering will be a beneficial mitigating measure providing land for both wide buffers and areas for the construction of noise attenuation barriers. Reverse frontage residential lots are recommended along the service roads of the expressway. Such lots could also be used along any major connecting drive eventually built through the western portion of the study area connecting the South Service Road with Spagnoli Road.

Development of the study area under the Preferred Plan will not significantly affect ecological quality. Again, the maximum use of clustering and the planting of native or near native vegetation, particularly low maintenance vegetation could help to create new habitat areas for the small mammals and birds that could be expected in the area.

Clustering will also minimize regrading, especially in areas where slopes exceed ten percent. Recommendations for these steeper areas, as well as the Town's steep slope ordinance, assure a lesser lot yield in these areas which will translate into less physical disturbance.

No significant adverse impacts on air quality are expected to result from the implementation of the Preferred Plan [DGEIS, S-6]. Infrastructure improvements would be expected to reduce traffic delays. Any reduction in delays should reduce the impact from adverse emissions from vehicles [DGEIS, S-11].

There will be an increased demand placed upon community services. Additional tax revenue derived from new development will offset some of these impacts. Revenues will be less than would be generated from the trend scenario but greater than from the ban scenario. Overall expenses would be greater than from the trend scenario and most probably greater than from the ban scenario. The Half Hollow Hills School District already has the greatest valuation within its boundaries of any school district in the Town of Huntington with nearly 88.9 million dollars of valuation for 1988-89 [next is Northport-East Northport with 80.4 million, and then South Huntington with less than 51 million dollars]. Services dependent upon the use of volunteers, such as fire-fighting and community first aid, could however suffer from a shortage of volunteers. The development of affordable housing, which has been the traditional supplier of volunteers, could help. Land for park areas and community facilities could be obtained through the subdivision process or as a direct result of rezonings.

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INTRODUCTION

Pursuant to the requirements of the New York State Department of Environmental Conservation and the rules and regulations in the State Environmental Quality Review Act (SEQR) the Town of Huntington, Town Board has caused this Final Generic Environmental Impact Statement (FGEIS) to be prepared. In conducting this study the Town Board recognizes its responsibility to protect the health, safety and welfare of the community. It is understood that opinions may differ as to the course that should be followed in the future development of the study area and even individual parcels of land within it. The Town of Huntington is compelled to exercise its authority in and effort to seek reasonable solutions to problems resulting from the impacts resulting from various levels of alternative development.

The consultant, Lockwood, Kessler and Bartlett, Inc., attached a cover letter to their responses to the public comments made on the DGEIS. That letter says a great deal in just three short pages. It should be read carefully and be considered a part of this impact statement. The letter may be a little overly optimistic in that it indicates that the Melville GEIS may be valid over a twenty-year planning period. Notwithstanding this letter, in the body of the document the consultants have recommended that "an on-going monitoring of the plan should be adopted" (DGEIS p.3-8). Documents and studies such as this are only valid so long as all or most of the variables remain relatively constant. The economy and demographics are constantly changing and with those changes the needs of the Town change.

Also made a part of this FGEIS are the following:

The Draft Generic Environmental Impact Statement (By reference)

The Traffic study prepared for the DGEIS (Appendix-B) (By reference)

Appendix-A including studies on soils, plant life and animal species (BY reference)

The minutes of the public hearing held on behalf of the DGEIS (Attached hereto)

All comments received in writing (Attached hereto)

Comments received from the Citizens Advisory Committee for the update of the Town Master Plan (Attached Hereto)

Land Use Options for the Melville/Route 110 Area
prepared by Ables Schwartz Associates, Inc. (Attached hereto)

The GEIS is not a list of detailed recommendations for the Melville study area but rather generic findings of what can be expected if development of the region is substantially in conformance with the document. It is a planning document and it is a guide in the decision making process. Pressures in the Melville area must be met with reason. Concerns for the depletion of natural resources and the potential loss of the quality of life as is enjoyed today is uppermost in the decision making process.

The GEIS establishes a broad statement of policy to guide future development in the Melville area. As specific proposals for the use of land are generated in the study area they will be reviewed and weighed within the framework of the GEIS. Those that fall within the framework will need little scrutiny, those projects that vary from the limits of the study will require greater examination. The public participation process is extremely important in this regard. It provided for and promoted general participation as the project progressed. One of the purposes of this document is to ensure that all questions and concerns that have been raised during this process have been addressed.

26.

RESOLUTION ADOPTING THE FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT FOR THE MELVILLE AREA PREPARED FOR THE TOWN BOARD

Resolution for Town Board Meeting Dated: March 14, 1989

The following resolution was offered by **COUNCILWOMAN TRILO** and seconded by: **COUNCILMAN SAMMIS**

WHEREAS, the Town Board caused a Draft Generic Environmental Impact Statement to be prepared; and

WHEREAS, a public hearing was opened on July 7, 1988 and subsequently closed on November 15, 1988; and

WHEREAS, as per section 617.8 (e)(2) of the SEQRA regulations, the time allotted to prepare the Final Generic Environmental Impact Statement was extended to March 14, 1989.

NOW, THEREFORE,

THE TOWN BOARD

HEREBY ADOPTS the Final Generic Environmental Impact Statement for the Melville Area and directs that the staff of the Town Planning Department make all of the appropriate filings pursuant to the rules and regulations as set forth in the New York State Environmental Quality Review Act.

VOTE:

AYES: 5

NOES: 0

The resolution was thereupon declared duly adopted.

	DIRECTOR	
	ASST. DIRECTOR	
	CHAIRMAN	

RECEIVED
MAR 17 1989

HUNTINGTON TOWN
PLANNING DEPT.



LOCKWOOD.
KESSLER &
BARTLETT, INC.

CONSULTING ENGINEERS SINCE 1889

ONE AERIAL WAY, SYOSSET, NEW YORK 11791 (516) 938-0600

February 1989
LKB #6136-01

Mr. Richard Machtay
Director of Planning
Town of Huntington
100 Main Street
Huntington, NY 11743-6990

Ref: Draft Generic Environmental Impact Statement
Melville-Route 110 Area
Responses to Comments

Dear Mr. Machtay:

The enclosed document summarizes public comments made on the subject DGEIS at the Town Board Hearing of July 7, 1988, as well as written comments forwarded to us, together with LKB's responses.

The materials forwarded to us for review also included (1) a set of comments dated February 11, 1988, prepared by the Town of Huntington Department of Environmental Control (HDEC), and (2) a draft report by Abeles Schwartz Associates, Inc., entitled "Land Use Options for the Melville/Route 110 Area."

The HDEC comments, as you know, were initially forwarded to us prior to the completion of the final draft of the DGEIS; the draft issued for public review thus incorporated changes which addressed the HDEC comments wherever appropriate.

The Abeles Schwartz (A-S) study was prepared in the context of their work on a Town-wide Master Plan undertaken subsequent to the major effort under this DGEIS. The A-S comments appear to be directed in part toward a longer-range planning horizon than the current DGEIS. They include proposals for entirely new roads while stating (p.3) that proposed improvements to the existing road system, as presented in our preferred plan, may not be possible to accomplish during the 20-year time frame of the plan.

In areas where the planning horizons of both studies overlap, there appears to be general agreement. It is understood that in the context of a Town-wide Master Planning effort, over a different planning horizon, some alterations may seem appropriate in the preference order of alternatives that were optimized for a single sub-region, such as the Melville study area. Provided that overall goals and principles do not differ, variations in methods for achieving those goals should not be allowed to distract attention from areas of broad agreement over policy.

In reviewing comments and questions, we have found them to fall into a small group of core issues, each embracing a limited range of specific questions. The major core groups were: roads and traffic, noise, schools, zoning, land use and growth controls, including Floor Area Ratio (FAR). The enclosed response document covers this range of questions, organized under generally similar headings.

One misunderstanding shared by many questioners was their implicit assumption that the DGEIS is intended as a set of detailed recommendations for specific sites. While the Preferred Plan maps show recommended land uses and road improvements in specific locations -- as any map must -- they are intended fundamentally as generic recommendations. The DGEIS was principally undertaken not to make specific recommendations for specific parcels, but to explore constraints and limitations to future development and usage patterns in the study area.

The DGEIS is thus not a hard and fast development program but rather establishes a framework for making future choices as a community. Specific development decisions always involve weighing the equities of the situation then existing; and it is understood that compelling reasons may be found to deviate from the Preferred Plan in certain individual cases without nullifying the validity of the overall concept.

The other common misunderstanding revolved about the assumption, used in the DGEIS for planning purposes, that recommended road and sewer improvements will be in place. We understand that each such improvement involves its own set of controversies, and that opinions will differ as to its likelihood of eventual implementation. However, planning makes no sense unless it can incorporate reasonable assumptions as to future conditions.

Accordingly, the Proposed Plan represents a complete package: a set of priorities for future development, combined with the road and utility improvements necessary to make it feasible. The DGEIS states unequivocally that without significant road improvements, existing conditions will only worsen and future options will be foreclosed. We share the concern, repeatedly expressed by residents, that the Preferred Plan -- or any other plan -- makes no sense unless supported by specific programs to alleviate these conditions.

In a related example, the objection was raised that the Preferred Plan's proposed road improvements are not on the State's plan. Yet how else will future programs and priorities evolve unless such recommendations are put forward when they appear warranted? Neither the DGEIS nor anyone else can predict whether and when such proposals will become reality, but over the 20-year planning horizon of the DGEIS, the recommendations are both reasonable and feasible.

In closing, we have appreciated the opportunity of working with the Town of Huntington on this very important project, and we look forward to assisting you in the future.

Very truly yours,

LOCKWOOD, KESSLER & BARTLETT, INC.



John P. Lekstutis, P.E.
Vice President

HF/JPL/cs
Attachment

ADDITIONAL OBSERVATIONS FROM THE DRAFT GENERIC ENVIRONMENTAL
IMPACT STATEMENT FOR THE MELVILLE AREA OF APRIL, 1988

Any document as voluminous as a DGEIS reveals certain heretofore unmentioned or undermentioned sections in need of correction or clarification. The following list represents such comments, and are presented in order of their occurrence in this document. No doubt, an additional re-reading would reveal other observations that might be worth stating.

"Under the current development trend, office/industrial facilities have been built at an average FAR of at least 0.35." (p. S-14). Through the end of 1985, office facilities have been built at a median FAR of 0.35 and a mean FAR of 0.33, while industrial facilities have been built at a median FAR of 0.27 and a mean FAR of 0.25. The amount of industrial development since then has been negligible, while office development has been consistent with the stated averages.

"The nearest [railroad] stations located within the study area boundaries are the Huntington railroad station for the LIRR Port Jefferson line...and the Republic railroad station..." (page 2-30) The Pinelawn railroad station is as close to the study area as is the Republic station.

The document presents sewage generation (p. 2-42), water consumption (p. 2-44), and solid waste generation (p. 2-46) rates for office, industrial, commercial and residential uses. Obviously there may be wide variations within these categories. For the purpose of this document, the widest variation with the greatest cumulative impact will be the industrial category, which lumps manufacturing with warehousing.

Table 2-10 provides existing development data (acres, square feet, parking) for eight "blocks" within the study area. The acreage figures for office (454 ac.) and industrial (468 ac.) uses are not consistent with the in-house Planning Department figures presented in Tables 2-28 (370 ac. office) and 2-32 (614 ac. industrial).

"Most industrial buildings are occupied by a single tenant." (p.2-47) The percentage of single tenant buildings has been slowly declining. In 1977, more than 91 percent of the industrially developed parcels were reported as being single tenant buildings. By the end of 1985 this proportion had fallen to 74.2 per cent.

"Several R-40 Residence Districts are found near the perimeter of the study area. These districts permit single-family detached dwellings on a minimum lot size of one acre." (p. 2-51). Lest the wrong impression be conveyed, two factors are relevant: 1) With Town Board approval, clustering may allow attached single family dwellings at the same overall density; and 2) A number of the dwellings in these areas are on smaller lots, having been developed or subdivided prior to their current zoning.

"Office development densities within the study area depend on zoning regulations and market forces...Built to the allowed maximum density, the floor area ratios ... in the three industrial zones could be as great as 1.2, 1.3 and 1.6 ... To achieve this density, parking would have to be placed in garages..." (p. 2-53). With the adoption of Section 198-44D of the Zoning Code in January, 1988, which limits the use of underground parking, an additional barrier to achieving these high densities was created. However, a four story office building with parking at-grade typically covers no more than 12 per cent of the lot, so with allowable building lot coverages of from 30 (I-1) to 40 (I-3) per cent, large above ground parking structures could still be erected allowing very intensively developed properties. The code also does not address rooftop parking. This points out the need for direct controls upon the intensity of development, which has been presented in the form of the floor area ratio, rather than the indirect means now employed.

"Prior to [the early 1970's]..., Melville's largest office structures consisted of seven projects built between 1960 and 1968 (Table 2-27). These buildings, basically, concentrated in one small portion of Melville, often contained both office and industrial functions (e.g., warehousing and distributing) under one roof." (p. 2-66). This is not a correct statement. The buildings cited in this table were either strictly office buildings, or were union halls, some of which were constructed prior to 1960. They did not have industrial functions. Note too with regard to this table, that the Allstate Building was subsequently known as the Mergenthaler Building but is now the Long Island Savings Bank, and that the next cited building has a typographic error, and is the BEWCO Union Hall.

"Over the 29 year period between 1957 and 1965, an average of 182,000 square feet of gross leasable office space per year was developed in Melville (Table 2-28)." The data in this table came from the Town of Huntington Planning

Department, and represents gross floor area which is not the same as gross leasable area.

"The fire district does not have a current need for any additional facilities or equipment." (p. 2-79). Reportedly there is interest in an additional station on the south side of Old Country Road east of Route 110.

Figure 2-27, Parks, Schools and Libraries, shows the boundaries of the Half Hollow Hills School District (SD #5). Boundaries have been indicated within the Town of Huntington but beyond the perimeter of the DGEIS study area. It should similarly be noted that the school district does extend into the Town of Babylon.

Figure 2-30 and Table 2-38, present sites of historic significance. The Melville School no longer exists.

Figure 3-1 is the Preferred Plan. An alternative Preferred Plan has been formulated by the consultants updating the Town's Comprehensive Plan (Land Use Options for the Melville/Route 110 Area, June, 1988). In-house studies suggest the possibility of a slightly different Preferred Plan, as does the out-of-court settlement of a long standing law suit. As has been cogently pointed out in the accompanying cover letter summarizing their responses to comments, of February 17, 1989 from Lockwood, Kessler & Bartlett, Inc., "Provided that overall goals and principles do not differ, variations in methods for achieving those goals should not be allowed to distract attention from areas of broad agreement over policy."

"Growth inducement of commercial services is expected to occur in the study area due to the increases in the residential and worker population. Support facilities such as new retail and service businesses are likely to be introduced to the community to service this increased population." (p. 8-2). Such a market already exists that is not being satisfied. The Town of Huntington Planning Department has received inquiries as to the feasibility of converting existing industrial facilities within the area to such uses, and the lack of such services is a frequently heard criticism.

On pages 10-4 and 10-5 the consultants present project sites considered for the analysis of future traffic volumes. Some of these sites were proposed re-zones to which the Town was not committed. One proposed office building for Estee Lauder was over-reported by about 125,000 square feet.

Overall these projects added up to approximately 3 million square feet of office and industrial space. Ignoring the rezoning proposals leaves about 2 million square feet, which is consistent with the figure quoted on page 10-2. ("Development projects that are presently under construction, have been approved or vacant buildings will add approximately two million square feet of non-residential floor space to the building inventory of the study area.")

The no-growth "alternative plan would eliminate the market for office, commercial and industrial property due to the ban on non-residential development. The residential property market would be substantially improved because it would be the only type of development allowed in the study area." (p. 10-10). Markets are not being eliminated, they are just being shifted elsewhere. Industrial to office conversions would probably still take place.

The report deals with anticipated property taxes generated by the three scenarios evaluated. These sections should probably have also included the associated costs of such development.

**RESPONSES TO COMMENTS
ON THE
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT
FOR THE MELVILLE - ROUTE 110 AREA**

Prepared for the
Town of Huntington
Town Board
100 main Street
Huntington, NY 11743

Prepared by
Lockwood, Kessler & Bartlett, Inc.
One Aerial Way
Syosset, NY 11791

and staff of the
Town of Huntington
Planning Department

February, 1989

RESPONSES TO COMMENTS

Comments on the Draft Generic Environmental Impact Statement (DGEIS) for the Melville - Route 110 area were received at the Public Hearings held on July 7, 1988 and in written form during the comment period ending November 1988.

Responses have been prepared to address all of the relevant issues raised in the comments. The comments and responses have been grouped into the following categories:

- A. Parks
- B. Water Resources
- c. Terrestrial Ecology
- D. Transportation
- E. Utilities
- F. Air Quality and Noise
- G. Schools
- H. Land Use and Miscellaneous

Following each comment, the name of the party who made the comment can be found.

A. Parks

A-1. Comment: The area referred to as a Town Park (Pineridge Park) and reported as being used for passive recreation (DEIS Section 2.12.5 and Figure 3-1) is the privately owned and privately-assessed property of approximately 100 individuals, who are engaged in litigation against the Town of Huntington as to title. The property is totally vacant and not in use by anyone. Figure 3-1 shows a portion of the property as a proposed road, but it never was a road and no such road is proposed. The DEIS encourages trespass. The corrected study should recommend the same zoning for this 135-acre area as that recommended in Figure 3.1 for the parcel interior to it (medium-density residential). (E.J. Ledogar, letter of 5/19/88)

Response: The area in question is characterized in the DEIS according to information provided by the Town of Huntington, the lead agency for this project. If the outcome of any lawsuit results in significant alteration of the property's status, land use and planning maps may be suitably revised.

A road through the subject property, as well, as through other lands in the immediate area, was proposed by Town planners in the early 1960s. Whether the land is private or public, the road is a part of a plan and may be needed some day. It in no way implies present ownership of any part of or the whole site. The land referred to is presently zoned R-40 residential as is much of the surrounding lands. The land known as Pine Ridge Park is mostly undisturbed woodland that is a part of a larger area that is designated in the Preferred Plan to be put to a low intensity residential use.

B. Water Resources

B-1. Comment: The statement on page 4-4, second paragraph, that no groundwater impact will result if institutional, commercial, and industrial establishments are able to connect to sewers is erroneous and misleading: other contamination sources will continue to cause groundwater

quality degradation even when wastewater is collected. Examples include hazardous materials storage spills and leaks, improper and illegal disposal practices, and pesticide and fertilizer applications. (Kathy Murphy, NYSDEC Memorandum, July 17, 1988)

Response: The referenced statement that "no groundwater impact will result if institutional, commercial and industrial establishment are able to connect to sewers" refers only to impacts from discharging the wastewater to the ground through septic systems or on site treatment plants. Other potential contaminant sources, such as hazardous materials, pesticides and fertilizers are addressed in other sections, including Sections 2.2, 2.7.1 and 4.2.3.

There are laws and regulatory agencies that have certain mandates regards the matters cited. However accidents can happen (spills etc.) but there are methods to deal with such incidents.

C. Terrestrial Ecology

C-1. Comment: The undeveloped area adjacent to the Citicorp property, which is natural trees and vegetation, was not correctly drawn in the map. It wasn't even noted. (Ms. Bradley, July 7, 1988 Hearing).

Response: The undeveloped area adjacent to the Citicorp property is not denoted as containing trees and vegetation on Figure 2-9 because the woodland area is limited. Only woodland areas of significant size are shown, since it would confuse the figure if all the small woodland areas located in the study area were denoted.

D. Transportation

D-1. Comment: The proposed roadway improvements are not in the State's ten year plan. Therefore, additional busing would become difficult if not dangerous as the major roadways become more congested. (Kevin M. McGuire, letter of September 29, 1988)

Response: The DEIS indicates that without roadway improvements, the existing operating conditions will deteriorate; therefore, various roadway improvements are recommended to coincide with the preferred plan.

Various roadway improvements will occur as a result of development. Developers of land will be required to install improvements as the new construction takes place. Certain other roads will be improved by local and County entities as the need arises and budgeting permits. For instance, presently the County is planning major improvements for the Ruland and Republic Roads area to be constructed in 1994.

D-2. Comment: Response time for the Melville Fire District would be hindered by additional development at the Old Country Road and Round Swamp Road intersection due to the poor condition of Old Country Road. (Alfred Sylvestri, Letter of September 29, 1988)

Response: Individual site development in that section of Melville should consider improvements to the intersection of Old Country Road and Round Swamp Road as part of mitigative measures to site development. The DGEIS also recommends widening of Old Country Road to four lanes east of Route 110 as part of the Preferred Plan development.

Mr. Sylvestri, the Chairman of the Melville Fire District, is responding to a speculative inquiry regarding land in the vicinity of Round Swamp/Old Country Road area north of the Long Island Expressway. These areas are designated in the 1965 Comprehensive Plan as low density residential. A recommendation in the present study indicates that these lands remain low density residential. A portion of these lands are outside the present study area. To speculate now on what road improvements will be needed, when there are no firm proposals would be premature. However any plan that deviates from the present recommendations would require further study.

D-3. Comment: The intersection of Walt Whitman Road and Old Country Road is included in the intersection of Old Country Road and Route 110. Also, there should be some indication as to how the intersection of Old Country Road and Walt Whitman Road is addressed. (Mr. Hohn, CAC meeting of August 1, 1988, p.3).

Response: Intersection No. 10 (Table 2-3), the intersection of Old Country Road and Route 110, does not include the intersection of Old Country Road and Walt Whitman for Level of Service analysis. The Old Country Road and Walt Whitman Road intersection was considered in the speed and delay analysis. It is the second intersection along Route 2: Walt Whitman Road (Table 2-5).

D-4. Comment: On Table 5 -B, they are traveling Route 2 (Walt Whitman Road) and analyzing the intersection -- the intersection of Walt Whitman Road and Old Country Road, and Walt Whitman Road and Walt Whitman Road. The same is

said for the intersection of Pinelawn Road and Pinelawn Road. This does not make sense. (Mr. Hohn, CAC meeting of August 1, 1988, Minutes p.4)

Response: The travel pattern for this route, Route 2: Walt Whitman Road, begins at the Old Country Road/Route 110 intersection, then proceeds to the Old Country Road/Walt Whitman intersection, then continues down Walt Whitman Road. The majority of the route is along Walt Whitman Road; therefore, the name of the route was entitled Walt Whitman Road. Also, for Route 3: Pinelawn Road, the majority of the travel route is down Pinelawn Road, therefore, the name of the route was entitled Pinelawn Road.

D-5. Comment: Minor side streets along Route 110, between Pinelawn Road and Old Country Road, were not taken into consideration for the accident data analysis. (Mr. Hohn, CAC Meeting of August 1, 1988, Minutes p.4).

Response: Accident data were tabulated for major intersections along Route 110 to determine general safety deficiencies, rather than to identify high accident locations specifically.

D-6. Comment: The report makes reference to road improvements which they assume are in place, but they are not. (CAC Meeting of August 15, 1988, Mr. Hohn, Minutes p.3 and p.10).

Response: The DEIS states that the roadway network for the Preferred Plan consists of existing facilities, projects currently planned (TIP projects), and recommended roadway improvements required to support the preferred plan. As the proposed roadway improvements are considered an integral part of the Preferred Plan, the analysis assumes that over time these improvements will be implemented.

D-7. Comment: Although the consultants recommended a reduction in FAR, there was no suggestion concerning reduction of allotted parking spaces to control the number of automobiles, van and small trucks. (Mrs. Bradley, Town Board Meeting of July 7, 1988, p. 12)

Response: The Floor Area Ratio (FAR) directly controls the allowable office space on a property. In controlling the amount of office space, you indirectly control the number of people utilizing this space and consequently the number of automobiles and vehicles that must be accommodated. In addition, the DEIS identified measures for mitigating traffic impacts (Section 5). One measure identified was incentive ordinances, where "developers would be allowed to reduce parking requirements in return for initiating ride sharing programs" (p. 5-9).

It can be said that the FAR controls the size of the building (square feet) and the size of the building controls the off street parking area. The size of the building is the most prominent factor in determining vehicular trip generation.

D-8. Comment: The Preferred Plan recommends Old Country Road from Route 110 to New York Avenue be widened to four lanes. (Mrs. Bradley, Public Hearing, Town Board, July 7, 1988, Minutes p. 14)

Response: The DEIS states that "the recommended roadway improvements could be staged in over time as developments take place" (p. 3-9). At the time of conception of any road improvement project, detailed studies are performed to define the magnitude of the improvement and its specific impacts.

The section of road mentioned has been widened to date except in one area at the eastern extreme, along the property on the north west corner of Old Country Road and New York Ave. Except for this site there is width in the Town Right-of-way to accommodate a widening of the paved roadway.

D-9 Comment: On Figure 2-14, "Level of Service - Existing Conditions," you can see that the worst traffic congestion is at Pinelawn Road, Old Country Road at Route 110, and New York Avenue. These are the worst traffic congestion areas, and for this, they recommend more cars. (Mrs. Bradley, Town Board Meeting of July 7, 1988, Minutes p. 15)

Response: The DGEIS does not recommend more cars. The report recognizes that the road system is currently overburdened and indicate that additional nonresidential development cannot be accommodated until the roadway system is upgraded. The Preferred Plan thus includes specific recommendations for road improvement. In consequence, figure 4-5, "Level of Service Preferred Plan with Recommended Improvements," indicates an improved operating level of service at the Pinelawn Road, Old Country Road at Route 110, and New York Avenue intersections.

D-10. Comment: There are currently no proposals for the reconstruction of the Northern State Parkway interchange at Route 110. That is the major bottleneck that is in the Route 110 area, and to base the GEIS on something that isn't planned is a serious mistake. (Mr. Russillion, Town Board Meeting of July 7, 1988, Minutes p. 25)

Response: The GEIS identified the Northern State Parkway/Route 110 Interchange as a deficiency in the Melville area. The DEIS states that "any future development plan is limited to the extent that the future road system can support such development" (p. 3-2). The Preferred Plan is based on long-range planning improvements to accommodate development.

D-11. Comment: Rather than beginning a new organization can existing services and organizations be used to encourage ride sharing (car pooling)? (Sylvia Landers, Public Hearing, Town Board Meeting July 7, 1988, Minutes p. 35)

Response: As discussed in section 2.4.3 (p.2-30) in the DGEIS, public transportation is limited in the Melville area. Mitigating measures to ease traffic congestion include road improvements, transit improvements, possible establishment of a transportation system management program, establishment of trip reduction ordinance and impact fees. A transportation system management program would supplement existing programs but specifically gear its attention to the Melville area. With some expansion in personnel and facilities existing agencies might be able to provide the organization needed.

E. Utilities

E-1. Comment: The Melville Industrial Sewer District (MISD) is mentioned at several points throughout the report as though it were all ready in existence. In fact, no SPDES permit has even been applied for and it is unlikely that SCSD 3 could accept the flows anticipated. The report is also deficient in its evaluation of the impact of such a district on the groundwater quality and quantity. (Kathy Murphy, NYSDEC Memorandum, July 12, 1988)

Response: As stated on Page 2-42, the sewer district is proposed, not in existence; the Suffolk County DPW intends to eliminate sewer connection restrictions by upgrading the Bergen Point Treatment Plant. The water loss due to sewerage will not have significant impact on ground water quantity, as discussed in Section 4.7. The protection of groundwater quality via sewerage was discussed in Section 2.7.1.

Furthermore, when the sewer district was proposed a feasibility study was done assessing impacts on groundwater quality and quantity. The real question to ask is what happens if the District is not created and there is no connection to the Southwest Sewer District. The feasibility study considered the possibility of building a sewage treatment plant for the entire Melville area. The availability and cost of land were factors that resulted in rejection of this alternative. It should also be noted that the groundwater depletion question was weighed in the entire decision making process as well.

The Melville Industrial Sewer District is not in place at this time. New projects in the Melville area that exceed the Suffolk County Department of Health Services density equivalents for discharge of sanitary waste will be subject to whatever the law requires to mitigate the impacts from the proposed project. This may cause the proliferation of Sewage Treatment Plants (STP) or it may cause developers to propose STPs that will service several projects in a given geographic area. A modest proposal might be that developers may be caused to propose projects that are limited in scope and size because of the cost of dealing with the sewage disposal issue.

In either case Building Permits can not be issued until the Director of the Town of Huntington Planning Department signs either the subdivision map or in the case of an industrial/commercial building, the site plan maps. Until SCDHS has given their approval the map is not signed by the Director. In other words, no construction can take place until the developer can meet the discharge standards of the SCDHS, the agency that has total jurisdiction and consequently the agency that has the right to require mitigation in what ever form it may take.

E-2. Comment: Mr. McKay stated that the SWSD is at full capacity. Mr. Hohn stated that the report says the MISD Sewer District is in place. (CAC meeting August 15, 1988, Minutes p. 7)

Response: Refer to Comment E-1.

E-3. Comment : The Melville Industrial Sewer District (MISD) is strictly for commercial and industrial buildings. The MISD, as it is presently configured, is only to service existing commercial and industrial buildings. (Mr. Roussillon, July 7, 1988 Public Hearing, Minutes pp. 24-25)

Response: Refer to comments E-2 and E-4. In addition, the MISD can also serve existing and proposed residential properties, since the projected future flow of 1.3 MGD additional (assuming water conservation), assumes an increase in residential growth and this is below the 2.6 mgd allotted.

Although the legislation creating the boundaries of the Melville Industrial District excluded all residential lands it did not preclude the extension of that district to take in other lands. If, of all the alternatives studied a residential project was the most acceptable for a particular site regards traffic, density etc. and the choice was between connecting to the district or an STP it is possible that the residential project would be accepted into the boundaries of the district if the flows can be accommodated.

E-4. Comment: Any type of housing other than low density will put a strain on sewer treatment plants. (Kevin McGuire, letter of September 29, 1988)

Response: The proposed MISD has excess capacity of 1.3 mgd for future growth. Since existing flow is estimated to be 1.2 MGD and 2.6 MGD is the capacity allotted by the SWSD, some water restrictions requiring four percent reduction in future flows would be necessary, as discussed in Section 4. Construction of new sewage treatment plants, and/or denitrification plants,

is not prohibited under Article 6; consequently, existing plants need not be overburdened.

However, those that may become overburdened can be upgraded to accept loads resulting from new development and meet Health Department standards.

E-5. Comment: They also note that although the MISD is strictly for commercial and industrial buildings, the Melville GEIS suggests hooking up residential communities. (Ms. Sonya Bradley, July 7, 1988, Public Hearing, Minutes p. 19)

Response: Refer to above comments.

E-6. Comment: Even if the trends were in the opposite direction, industrial development would be extraordinarily difficult without an operational sewer district with an ocean outfall. Article 7 of the County Sanitary Code sharply curtails industrial development. Development of housing is not practical economically without increased density and development at such density might pose problems for our groundwater supply and also require a sewer district. (Mr. Bornstein, Town Board Hearing of July 7, 1988, Minutes p.41)

Response: Certain types of industrial development generating hazardous wastes would be prevented without the MISD. However, other types of "dry" industries or warehouses would not be prevented. Cluster housing must comply with Article 6 of the Suffolk County Health Code, and this may require construction of local sewage treatment facilities.

F. Air Quality and Noise

F-1. Comment: A change in noise level must be at least three decibels in order to be considered noticeable. Now, this is a subjective thing. Noticeable to whom? DOT doesn't find it noticeable. Will people in the Melville-IIO corridor find it noticeable? (Mrs. Landers, Town Board Hearing of July 7, 1988, Minutes pp. 32-33)

Response: No. The minimum detectable change in noise levels, approximately 3 dB, is a result obtained from scientific studies of long standing, not one determined by DOT or the consultants for this study.

F-2. Comment: They pointed out at Pinelawn Road, on the north service road, the midway noise levels six feet from the road is seventy-five decibels, and that's throughout the day, and fifty feet away, it decreases to seventy-one decibels. This is still four decibels over the sixty-seven advocated by the Federal Highway Administration as a guideline. (Mrs. Landers, Public Hearing, Town Board Meeting, July 7, 1988)

Response: Receptor No. 5 was located on Pinelawn Road north of the Long Island Expressway North Service Road, as shown on Figure 2-18. This is a road with a fairly high volume of traffic traveling at moderately high speeds. The noise levels being questioned (approximately 71 dBA) are current values. Although these values exceed the FHWA noise abatement criteria for residential areas (65 dBA), this area is predominantly office buildings and sod farm. The FHWA noise guidelines for such commercial and industrial lands is 72 dBA. Therefore, current noise levels are actually below the guideline. Future noise levels would be expected to increase slightly, but impact on residential development projects can be mitigated by appropriate setbacks and building specifications.

F-3. Comment: Are there funds available for noise barrier construction? (Mrs. Landers, Public Hearing, Town Board, July 7, 1988, Minutes p. 36).

Response: The DGEIS did not consider funding sources for state road improvements.

F-4. Comment: Why was air quality from Eisenhower Park used for the study? Where are the air quality studies for Melville and why have no tests been taken there? Is DEC air quality data

available for 1986 and/or 1987 by this time? (Mr. Hohn, Town Board Hearing of July 7, 1988, Minutes p.44 and CAC Meeting of August 1, 1988, Minutes p.5)

Response: It was not within the scope of this study to establish new air quality monitoring studies in the study area. This study relied on available published data to evaluate impacts. The Eisenhower Park monitoring station is the closest state and local air quality monitoring system to the subject area.

The data are presented by the State Division of Air Resources in the annual New York State Air Quality Report-Ambient Air Monitoring System for the respective years.

Air Quality studies were presented as parts of impact statements for projects in the Melville - 110 Corridor. These studies indicated that during certain times of the weekday and at certain hot spots the air quality was unacceptable. The most notable document to point this out is the Environmental Impact Statement prepared for the Omni-110 project. It should be noted that the poor air quality was attributed to automobile traffic and the level of service at various intersections. Many of the improvements that are needed to reduce the impacts on air quality are on roads not under the jurisdiction of the Town. The Town must work with other government agencies as well as the private sector to improve the offending intersections and stretches of road in the Melville area. Another alternative towards reducing future loads from new projects is, where possible, working with developers to provide access and road improvements that leads traffic away from the hot spots.

G. Schools

G-1. Comment: The elementary school, Sunquam, cannot handle more elementary-grade students. That means either the school district has to build another school or bus some of their children. (Mr. Hohn, Public Hearing, Town Board, July 7, 1988, Minutes p. 45).

Response: According to page 4-34 in the DGEIS, "Additional classroom facilities may" or may not "be required to accommodate the addition of over 1500 new students." This figure represents a worst case scenario that would be phased in over a considerable length of time. Data from recent attached cluster residential developments within the study area suggest that the school age population would actually be significantly less than that which is predicted in the Draft portion of the Impact Statement. Measures short of constructing new facilities could include restructuring in the district. A good example is found in the adjoining South Huntington School District where a district wide kindergarten and day care center has successfully been instituted.

To clarify the point a recent rezone of a site in the Melville area can act as an example: The land was zoned R-40 it was rezoned to R-7. At this zoning the usual density is about 4.35 dwelling units to the acre. The Melville Draft GEIS recommended a maximum of 4 dwelling units to the acre for the subject site. The land in question is an irregular shaped 28 acre piece south of the Expressway and on the west side of Walt Whitman Road. A yield study indicated that because of steep slopes and configuration of the land, 84 dwellings could be yielded. This results in 3 dwellings to the acre and not 4 as the preferred plan suggests.

The preferred plan does not take into account all the details that go into determining residential yield for a particular site. That is why said plan refers to zoning in certain areas as ranges. (i.e. low density residential is one home/acre(R-40), medium density is 2 to 4 dwellings to the acre and high density is 4 to 6 to the acre) If the residential yield from every site is maximized then there may be as many as 1500 new students to accommodate.

This is not likely to happen for the reasons cited above as well as the following:

Attached dwelling units whether condominium or homeowners association are generally occupied by fewer people than conventional homes on Long Island. On Walt Whitman Road in

Melville there are two developments that are attached cluster design. Villas at West Hills has 68 dwellings and Northgate has 119. The size of the units is between 2000 and 3000 square feet with 2 and 3 bedrooms. In a letter dated 11/9/88 and sent to Mr. Richard Machtay and the Planning Board from the Half Hollow Hills Central School District the student break down is listed for the two projects mentioned above. The letter is attached hereto. Of the 187 dwelling units there are 44 students in all grades including 4 in private school. That is considerably less than one student/home. Conventional three bedroom homes on Long Island in the 2000 to 3000 square foot range would be expected to have approximately 3.9 people/dwelling which means an average of about 2 children/household.

The Preferred plan recommends high density and medium density housing on some of the land that is presently one acre zoned farmland. The suggested design is attached cluster. It is highly improbable that homes at a density of between 2 and 6 to the acre on the periphery of an industrial area will be anything but attached cluster. That has been the trend and it is likely that the trend will continue.

The projected 1500 school age residents is overly "optimistic" and can be considered as a worst case and not likely to happen. Furthermore, part of the projection depends on the 200+ acre sand mine north of Spagnolli Road to develop residential. Remediation of the site required by the New York State Department of Environmental Conservation will preclude development for many years into the future. The needs of the Town may change in that time.

H. Land Use and Miscellaneous

H-1. Comment: If the DGEIS recommendations for residential use were adapted, 200 acres of the Broad Hollow property (currently a sand mine and clean fill disposal area) would be converted from light industrial to residential zoning, leading to a destruction of the property's land value. Since the property's current use is expected to continue for the foreseeable future, any zoning change should be deferred until a future time when the property might be used for other purposes, and the recommendation then reassessed. (Mr. Kaufmann, letter of May 26, 1988 and Town Board Hearing, July 7, 1988, Minutes p. 38).

Response: We see no substantial disagreement between Mr. Kaufmann and the DGEIS. The Preferred Plan establishes goals for the future; questions as to specific implementation via zoning or other means should be addressed at the appropriate time and in the context of conditions as they then exist. As regards timing, this matter was aptly addressed by the staff of Huntington Town Department of Environmental Control:

It should suffice to say at this time that the property should develop residentially. Density and design will be determined at the time of subdivision ... because there is no way of telling what the needs of the Town or of the Melville [area] will be 20, 40 or 60 years from now. For now, we can only make the recommendation that best suits the conditions as they are understood. (Huntington Town Department of Environmental control pre-draft comments, February 11, 1988).

It is also possible that conditions 20 or 30 years hence may support an entirely different use of the property from that which seems currently appropriate today.

H-2. Comment: It is naive to believe that the recommended housing or even industrial buildings would be economically viable in this area, where \$800,000/acre is a bargain; only offices are viable. (Mr. A. Siegel, letter of June 30, 1988).

Response: As pointed out by Mr. Kaufmann (comment H-1 above), land value will adjust to market levels if rezoned for housing at a future time.

There are some industrially (office) zoned, industrially (office) designated (in the GEIS Preferred Plan and in the 1965 Town Comprehensive Plan) parcels within the subject area that

have reportedly fetched the \$800,000 per acre cited. It is not suggested that these lands be designated residential. However, it is improper to speculatively assign these values to residentially zoned, residentially designated peripherally adjoining lands for which no other use has ever been planned.

H-3. Comment: Figure 3-1 of the DEIS shows the outline of the Old Allstate Building, not the new Long Island Savings Bank. Why the discrepancy and doesn't the DEIS provide the total square footage of the building? (Mrs. Bradley, Public Hearing, Town Board Hearing of July 7, 1988, Minutes p. 13).

Response: The base map used for the figures was obtained from the Town of Huntington. This map presented existing conditions and was utilized to show the extent of development. Specific building modifications and additions or deletions were not incorporated as the work scope did not include a survey of buildings and the map was not intended to detail specific property conditions. The DGEIS does provide the total square footage of buildings existing, under construction, and proposed within the study area (see Tables Nos. 2-10 and 2-11). These tables, which present square footage as of December 1987, were obtained from Town of Huntington files.

H-4. Comments: What is the justification for designating the corner property at Old Country Road as office industrial zoning? (Mrs. Bradley, Public Hearing, Town Board, July 7, 1988, Minutes p.16).

Response: The DGEIS categorizes this location consistent with its current zoning and land use pattern.

The subject property was designated for commercial use in the 1965 comprehensive plan as was all of the land on the north side of Old Country Road between New York Ave. and Route 110. Presently the land is zoned R-40, one acre residential and it is the only property not zoned for business in the aforementioned segment of road. The size of the subject property is about 5.5 acres. Residential development of the site is not impossible however it seems inconsistent with all the other development on the north side of Old Country Road between Route 110 and New York Ave.

H-5. Comment: The DGEIS presents the FAR (Floor Area Ratio) currently existing in Melville as 35%. It does not appear to properly reflect current development. Does it include property as well as office space? If so, does it contemplate full utilization of the property where expansion is possible? (Mr. Bornstein, Public Hearing, Town Board, July 7, 1988, Minutes p. 40).

Response: The median office FAR for the Melville study area is .35 (the mean FAR is slightly less at .33). The last five office buildings approved in the study area had a median FAR of .34; the last eleven had a median FAR of .34; and the last 21 had a median of .35 FAR. The writer is erroneous in stating that .35 FAR does not appear to properly reflect current development.

H-6. Comment: Why does the plan recommend residential development primarily at high density levels? (Mr. Hohn, Public Hearing, Town Board, July 7, 1988, Minutes p. 44).

Response: In terms of area, the amount of land recommended by the preferred plan for high density residential development is substantially less than that recommended for medium and low density housing; it is, in fact, lower than either of these categories taken alone.

For those lands where medium or high density residential development is recommended there is existing development in close proximity that is influencing how the land has been designated.

H-7 Comment: "regarding the history of development in Melville of office space ... the figures only go up to 1985 ... these figures should, at least, include 1986 and possibly 1987." (Mr. Hohn,

CAC meeting of August 1, 1988, Minutes p. 8)

Response: The DGEIS contains office and industrial data through the end of 1985. Most of the approvals since then were built into the alternative scenarios by virtue of most of them being already known to the consultants (pages 10-4 and 10-5 of the DGEIS).

A summary of the development activity (in terms of approvals) from January 1986 through the end of 1988 are as follows.

NEW BUILDINGS			BLDG. ADDITIONS		TOTAL	
	Number	sq. ft.	Number	Sq. ft.	Sq. ft.	acres
Office	11*	1,134,782	1	134,705	1,269,487	82.30
Indust.	1	55,500	1	96,242	151,742	9.00
	-3	-280,716	1			-28.70

* Includes three industrial to office conversions accounting for 330,014 square feet on 28.70 acres.

H-8 Comment: A shift from office development to industrial and housing uses is contrary to trends. (Unsigned statement from Huntington Town Chamber of Commerce 7/7/88)

Response: National trends are not the point of the study. It is understood that expansion of office space in Melville could conceivably reach many more millions of square feet. The question of desirability of this end and diversification for the future quality of life in the Town of Huntington is the underlying question. If "trends" were not controlled, traffic would engulf the Town, water resources would continue to be threatened and housing would become a greater problem than it is today.

As of late Melville has been going almost exclusively in the direction of office use. Zoning restrictions have discouraged smaller industrial development. While it may be true that the country is moving into a post-industrial economy, it doesn't necessarily follow that all industries will disappear.

H-9. Comment: "There is one parcel of land on Pinelawn Road between office and industrial buildings that would be suitable for residential housing ..." (Mrs. Bradley, Public Hearing Town Board Meeting of July 7, 1988, minutes p.19)

Response: The subject site appears to be a 12 acre site that has been rezoned for office use, subject to the filing of covenants and restrictions. The parcel is not considered to be an adequate locale for residential use because of its size, shape, frontage and geographic situation between industrial and office uses.

H-10. Comments: Mel-Hollow Civic Association did not have sufficient time for review of this [document]. (Mr. Roussillon, Public Hearing, Town Board Meeting, July 7, 1988, Minutes p.23)(Mr. Hohn, same, Minutes p.42)

Response: The time allotted in SEQR for closing the public comment period is no less than 10 days beyond the close of a public hearing on a Draft EIS. Within 45 days of the close of a public hearing on a DEIS the lead agency must prepare or cause to be prepared the Final EIS. The public hearing that was opened on July 7, 1988 was not closed until November 15, 1988. All comments received during that period and for 10 days beyond are being addressed in this document.

H-11. Comment: What is a CAC?

(Sylvia Landers, Public Hearing, Town Board Meeting July 7, 1988, Minutes p.27)

Response: CAC is an abbreviation for Citizens Advisory Committee. It is a group of private citizens, from a variety of social, economic and political backgrounds that provide and promote citizen participation in the planning process.

H-12. Comment: There will be an increased demand on community services, schools, fire, police, library, hospitals and recreational facilities.

(Sylvia Landers, Public Hearing, Town Board Meeting July 7, 1988, Minutes p.31)

Response: The purpose of the study is to evaluate different scenarios for the study area, regards social, economic and environmental impacts. Community services are definitely factored into the analysis. The DGEIS (section 2.12, 4.12, 5.10) contains a rather thorough review of these services. Decisions made in the future, regards land planning in the Melville area and based on the GEIS will therefore take the community services into account and allow for their expansion if and when necessary.

H-13. Comment: Will the Town Board hold another public hearing because people have not looked at the document yet?

(Mr. Hohn, Public Hearing, Town Board Meeting, July 7, 1988, Minutes p. 46)

Response: The Town Board did not close the Public Hearing on July 7, 1988. Instead the Hearing was held open until mid November in order to give the public adequate time to comment on the document DGEIS).

H-14. Comments: Will responses to questions be incorporated in the Draft?

(Mr. Holahan, CAC meeting, August 1, 1988, Minutes p.1)

Response: All comments will and are being addressed in the Final EIS.

H-15. Comment: Mr. Hohn as well as other CAC members discussed tax abatements in the Melville area.

(CAC meeting August 1, 1989, Minutes p. 7)

Response: Page 9 in the Abeles Schwartz "Land Use Options for the Melville/Route 110 Area" recommend that tax abatements be discontinued.

Tax abatements were instituted to encourage certain uses and development in the Melville area. Abatements were established to work on a sliding scale and after 10 years on a particular property are no longer in effect. The core industrial/office area is almost completely saturated and not much in the way of new building should occur except in instances of redevelopment. It is the peripheral industrial and residential areas that still have room to expand and so are the major concern regarding future development.

As the zoning code reads offices are allowed in the peripheral industrial area. In order to encourage industrial uses rather than office use a new abatement schedule could be worked out. The schedule could be tied to FAR in that as the FAR increases for an office building the abatement decreases. If the building is to be an industrial use the full abatement would apply.

Residential abatements could make homes more affordable to families starting out. These abatements would encourage home builders to participate because their homes would be more affordable and therefore more saleable.

The subject of tax abatements in order to encourage certain types of development would require a thorough analysis by the Town's legal and financial advisors.

H-16. Comment: "regarding vacancy rate ... one report estimates the vacancy rate at 4-5%; ... they are taking this rate from one newspaper and that ... seems very low."
(Mr. Hohn, CAC Meeting August 1, 1988, Minutes p.9)

Response: The vacancy rate quoted was from a source in July, 1986. In November, 1987 NEWSDAY reported a vacancy rate of 9.97% in Melville (NOV. 18, 1987). THE NEW YORK TIMES reported a 18.9% vacancy rate for all of Suffolk County as of December 31, 1988 (Feb. 5, 1989, Section 10 p.17). This was comprised in part of a 22.9% vacancy rate in the Veterans Memorial Highway Corridor. Therefore the actual figure for Melville would have to have been something less than 18.9%.

H-17. Comment: "This information (regarding the status of the hotel project) should be updated."
(Mr. Hohn, CAC meeting, August 1, 1988, Minutes p.9)

Response: The 308 room Royce Carlin Hotel opened during the summer of 1988. The 371 room Radisson Hotel is presently under construction at the northeast corner of Walt Whitman Road and the north service road of the Long Island Expressway.

comments

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May 26, 1988

The Honorable Toni Rettaliata
Supervisor
Town of Huntington
Town Hall
100 Main Street
Huntington, New York 11743-6990

Re: Huntington Master Plan

Dear Ms. Rettaliata:

I am writing on behalf of Broad Hollow Estates, Inc., which is the owner of an approximately 300 acre property north of Spagnoli Road in the area west of Route 110.

About 200 acres of that property is presently zoned for light industrial use, with the remaining 100 acres zoned for residential use. However, for a great many years the property has been used for sand and gravel mining and for clean fill disposal pursuant to permits and to a non-conforming use applicable to the entire parcel.

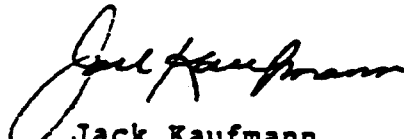
The Draft Generic Environmental Impact Statement ("DGEIS") for the Melville-Route 110 area prepared for the Town of Huntington by Lockwood, Kessler and Bartlett, Inc. contains various recommendations with regard to the future zoning in the Melville-Route 110 area. Because of a perceived burden on the existing and future road system, the DGEIS recommends greatly reduced industrial zoning and greatly expanded residential zoning. In particular, with regard to the Broad Hollow property, the DGEIS states that "[t]he area along Spagnoli Road, which is presently a sand mine, clean fill disposal site, and asphalt plant, would be allowed to remain as such. Its eventual development, however, would be limited to residential use at medium-high density."

If the recommendations contained in the DGEIS were adopted by the Town of Huntington, Broad Hollow would have some 200 acres of its property converted from light industrial

zoning to residential zoning. Because of the destruction of values such a change would have on any future development rights or plans that Broad Hollow might have, it would have little choice but to oppose such a change. Such an outcome cannot be in anyone's interest, particularly since, as the DGEIS itself acknowledges, it is anticipated that the property will continue for the foreseeable future to be operated in accordance with its non-conforming use. The Town does not need to address any zoning change to the Broad Hollow property at this time, and should defer any consideration of the rezoning of that property to some time in the future when the property might be used for some other purpose. At that time the then-current traffic and other conditions, and the legality of any contemplated rezoning, could be more accurately assessed.

If you think it appropriate, I would be happy to meet with you or your staff to discuss the DGEIS and the zoning of the Broad Hollow property.

Sincerely,



Jack Kaufmann

LAND USE OPTIONS

FOR THE MELVILLE/ROUTE 110 AREA

Prepared for:

The Town of Huntington
Huntington, New York

Prepared by:

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June, 1988

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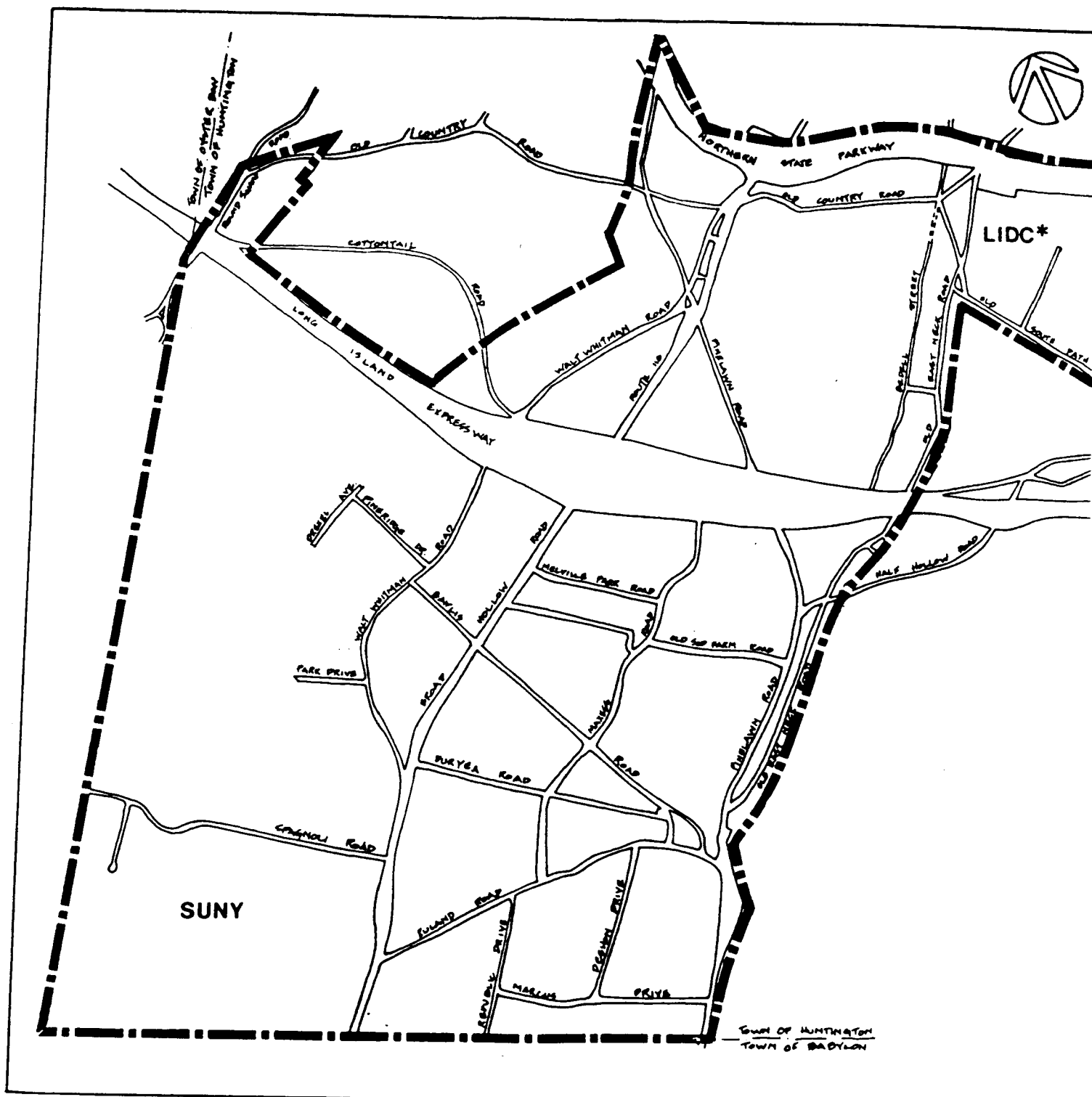
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I. INTRODUCTION

The purpose of this report is to present an overview of existing conditions within the Melville GEIS study area (see Figure 1) and to propose a series of options for a balanced land use plan. The basis for these proposals is a comparison of the findings and recommendations contained in a Generic Environmental Impact Statement (GEIS)*, which was prepared pursuant to the State Environmental Quality Review (SEQR) Act, with the preliminary findings and recommendations of the Comprehensive Plan update currently underway.

As traffic within the Melville/Route 110 area presently exceeds acceptable levels for a number of key intersections and linkages, this will be the first topic to be discussed. An assessment of the key land use components - office/industry, retail, residential, open space and institutional uses - will follow, including the compatibility and inter-relatedness of existing and proposed land uses. Stemming from this will be a discussion of the key development areas within Melville, which will compare current development proposals to recommendations contained in the Comprehensive Plan amendment of 1966 and the Melville GEIS. Finally, recommendations pertaining to an overall design plan will be presented.

* "Melville/Route 110 Draft Generic Environmental Impact Statement," April 1988, prepared by Lockwood, Kessler & Bartlett, Inc. and RPPW, Inc.



--- Study Area Boundary
 *Eastern Boundary extends to Carman Road.

FIGURE

Melville: Study Area

TOWN OF HUNTINGTON, NY

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II. TRANSPORTATION IMPROVEMENTS

New York State Route 110 is the major thoroughfare serving the Melville area (see Figure 1). Traffic on this roadway has reached unacceptable levels of service. Serious consideration must be given to undertaking major improvements to the roadway network and to revising the overall circulation plan. The Melville GEIS makes a number of recommendations concerning the former, including related mitigation measures.

A. Proposed Roadway Improvements

The Melville GEIS assumes a number of recommended roadway improvements will either have been completed or in progress by 2007 (the year for assessing future baseline conditions). These improvements generally involve either extensive widening or further re-widening of the principal roads in the area, including Route 110, the Long Island Expressway service roads, Walt Whitman Road, Old Country Road, Baylis Road and Pinelawn Road.

Comments provided by the Department of Transportation and Traffic Safety cast doubt on the likelihood that these improvements would be accomplished within the time frame of the plan, if at all. For that matter, the GEIS notes that, even with no additional non-residential development occurring after 1992 and only low-density residential development occurring on currently undeveloped land, as many as sixty percent of the eleven intersections targeted for improvements in the current Nassau-Suffolk Transportation Improvements Program would still be operating at a Level of Service of "F."

In light of these observations, greater consideration should be given to undertaking a number of non-roadway improvements. Several of these were mentioned in the GEIS, including mass transit

improvements (improvements to existing bus service and institution of new bus service), and transportation systems management (programs for car pooling, ride sharing, shuttle buses, and staggered work hours). The nearby Republic Station of the Long Island Railroad could become a more prominent element in a coordinated transit program involving rail and bus service.

The GEIS indicates that the growth rate utilized to project traffic volumes to the year 1992 reflects traffic generated by local existing development as well as by predicted regional growth. This is important as any roadway improvement plan should take into account the potential impacts of future development (and redevelopment) along the Route 110 corridor in the Town of Babylon. Of particular concern are the future plans for the 88-acre Fairchild Republic parcel which fronts on Route 110 in Babylon. While no specific development scenarios for this parcel have yet been proposed by the current owner, the underlying zoning would permit a wide variety of commercial and industrial uses as-of-right. The optimal land uses for vacant and underdeveloped parcels in Melville, especially those in the vicinity of Ruland Road, will be somewhat dependent upon the final development densities (i.e., traffic-generating characteristics) of new uses at the Fairchild Republic site.

B. Circulation/Street Plan

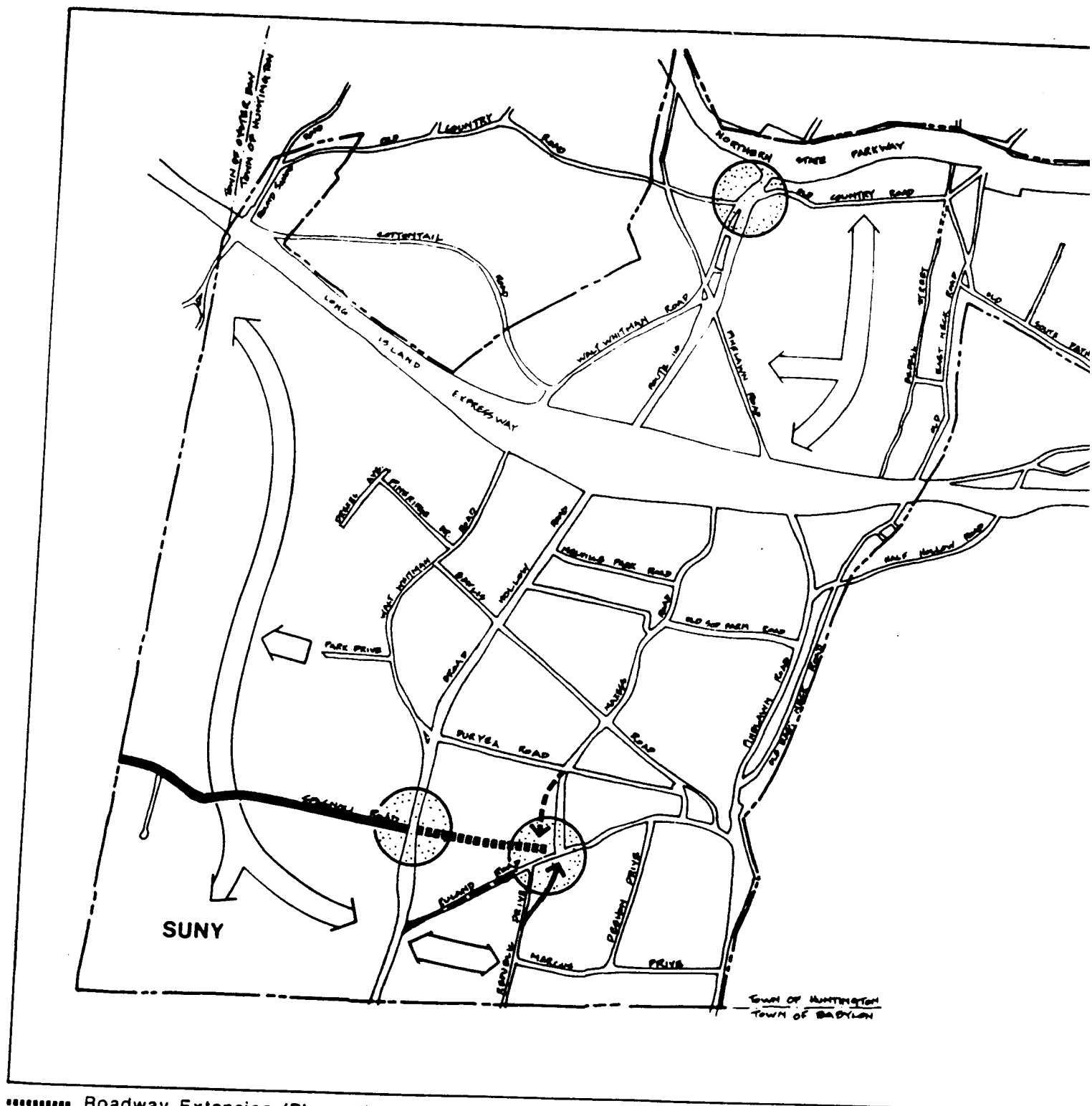
There are presently no effective bypasses or alternate traffic routes to Route 110, particularly for providing access to areas planned for new residential development. A scheme which addresses this issue could enhance overall traffic conditions in the area as well as the marketability of future commercial and residential development.

In this regard, serious consideration should be given to creating more effective alternative north-south roads to Route 110. A planned eastward extension of Spagnoli Road is indicated in the GEIS.

Additional attempts at creating a grid system in the vicinity of Ruland and Republic Roads could help make Pinelawn Road and Maxess/Republic Roads function better as north/south arteries.

Of even greater value would be an alternative to Route 110 that also provides access to the Long Island Expressway. Particular consideration should be given to locating a north/south road through the area northwest of Walt Whitman and Spagnoli Roads. One possibility would be to have the road extend southeastward from Round Swamp Road through the area designated as parkland. This would obviate the need for an additional interchange with the Long Island Expressway and make the park more accessible to the public. It would also provide more suitable access for any new housing which might be built in this area (i.e., the area now used for sand mining). Similarly, a north/south collector road should be developed in conjunction with future residential subdivisions in the area bounded by the Long Island Expressway, Pinelawn Road/Route 110, Old Country Road and Bedell Street. Each of these new roads could take the form of an attractively-designed "limited access" boulevard; clustered residential development could be arranged so as to prevent new housing from directly fronting onto the road, which would invariably have quite an amount of commuter traffic.

These circulation concepts are illustrated in Figure 2. As previously indicated, most of these new roads could be implemented over time in conjunction with approvals for new development consistent with the updated Comprehensive Plan. Of paramount concern in undertaking any new road development in these areas is the need to minimize potential impacts to sensitive environmental areas.



- Roadway Extension (Planned)
- ← Realignment (Planned)
- ←--- Realignment (Alternate)
- Roadway Widening (Planned)
- Alternate Route
- Road Closing (Possible)
- Intersection Improvement

FIGURE

Melville: Proposed Circulation Plan

TOWN OF HUNTINGTON, N

III. LAND USES

The pattern of land uses within the Melville area has as its primary focus an established core of office and industrial uses. This core area is defined by Walt Whitman Road on the west, Pinelawn Road on the east, the Long Island Expressway south service road on the north, and the Babylon town line on the south (see Figure 1). As indicated, Route 110 is the principal arterial serving this area and is also the location for prime retail/service establishments. On the periphery of the office/industrial core are major land areas devoted to residential and institutional uses. There is considerable undeveloped and underdeveloped land within a number of these areas, including land used for agricultural purposes as well as for mining operations. As will be discussed in the Chapter that follows, development of these lands must be carefully considered in terms of overall future conditions within the Melville area.

A. Office/Industry

The principal objective for regulating future development within the office/industrial core area is to encourage, wherever possible and appropriate, lower-traffic generating industrial and warehousing uses. To this purpose, a density limit is needed to serve as a guideline for all future development, office and industrial. Typically, this is accomplished by establishing a relationship between the amount of developable building floor area and the total area of the building lot, i.e., by establishing a floor area ratio (FAR).

The Melville GEIS recommends a maximum allowable FAR of 0.30 in areas designated for office and industrial development (the current average FAR is 0.35 for offices and 0.27 for industry). In addition, the GEIS contains a recommendation to limit new office development to a maximum FAR of 0.15 in areas designated for industrial development, for which the maximum FAR will be 0.30. This approach reflects an awareness that intensive office development generates

substantial rush hour traffic, and that office development typically generates twice as much traffic as comparable industrial development.

Such an approach to limiting intensive office development, and also favoring industrial development over office development, should be considered for the entire Melville office/ industrial core area. Besides alleviating traffic, a plan to encourage light industrial uses over office development could bolster the demand for existing office space, which has shown signs of softening considerably in the past year. Furthermore, by providing an option for industrial or office development, developers will have greater opportunity to arrive at the optimal plan for their site and higher quality development will, over time, be encouraged.

Some question remains as to the precise FARs to be selected, and how this FAR requirement will work in tandem with other zoning requirements. On the one hand, the guideline for future non-residential development densities is contingent upon completion of the recommended roadway improvements. It may therefore be necessary to substantially limit development in the event these improvements are not realized, although, as suggested by the Department of Transportation and Traffic Safety, the maximum FAR could eventually be increased if and when the ability of the roadway network to handle additional traffic is increased. On the other hand, the minimum lot size requirements and the parking space requirements are already stringent, especially if the past tendency to allow underground parking is curtailed. The minimum lot size and parking space requirements have, except where underground parking or other waivers have been allowed, helped to yield an overall high quality of development in Melville. They should not be tampered with, except to the extent that underground parking should be expressly disallowed. There is also a concern that a combination of overly stringent FAR, parking and lot size requirements could have a detrimental impact by discouraging high quality development.

It would appear that a fairly generous FAR requirement of .35 for industry and .25 for office in the core area and .25 for industry and .15 for office outside the core area, if enacted in tandem with the lot size and parking requirements noted above, would be a sound approach to regulating densities in the Melville area. On irregular sites, the parking requirements would tend to set the limits for development; on small sites, the minimum lot size would tend to set the limits; and on larger sites, the FAR requirements would set a limit. The office FAR levels are consistently below the density levels already existing on most industrial sites. Thus, the traffic-inducing aspect associated with redeveloping industrial buildings for offices would be discouraged. And in all cases, the FAR ratio of roughly 3:2 for industry to office favors industrial development, except when the market or site potential for industry is particularly weak. In short, a combination of regulations would encourage moderately-scaled development and more industry than offices.

Finally, in order to further encourage light industrial rather than office uses, other measures could be undertaken. One such measure would involve amending the Zoning Ordinance to permit multiple tenancy in buildings located in either an I-1 or an I-2 Light Industry District; tenancy is currently restricted to a limit of three occupants per building in each of these districts. However, further tax abatements for office and industrial uses are not recommended: typically, in strong real estate markets such as Melville, tax abatements increase the sales value of property without significantly altering the likelihood of development.

B. Retail

There may be considerable market demand for additional retail along the Route 110 corridor to meet the needs of both future office/industry workers and local residents, estimated in the GEIS to approach 16,000 and 5,000, respectively. Retail development in the Melville study area has the added benefit of generating less rush-hour traffic than either industry or office.

If the grid system depicted in the proposed circulation plan (see Figure 2) could be accomplished, then a prime location for retail development would be along Route 110 south of Ruland Road, particularly given the proximity of the recently completed Royce-Carlin Hotel and the SUNY at Farmingdale campus. This would help establish a counterpart to the retail core area between Route 110 and Sweet Hollow Road, north of the Long Island Expressway.

In furtherance of the objective to alleviate traffic conditions, consideration should be given to encouraging commercial uses which generate complementary (i.e., off-peak hour) traffic, particularly during the evening and on weekends. Uses such as those specifically provided for in the Zoning Ordinance for the C-13 Cultural Center district (theaters, museums, art galleries, restaurants) and the C-14 Commercial Recreation district (bowling alleys, indoor tennis facilities, skating rinks) are strong possibilities for new retail establishments located along Route 110.

C. Residential

Future residential development within the Melville area involves a number of planning-related issues: (1) the potential for creating recognizable neighborhoods in proximity to shops, services, schools and public transportation; (2) the need for creating incentives to build affordable housing; (3) the suitability, as well as future availability, of certain lands for residential development; and (4) the need to promote cluster arrangements which will preserve open space areas and protect environmentally-sensitive lands, particularly those impacted by steep slopes or located in designated groundwater protection areas.

Two factors must be addressed in planning for future residential uses: location and density. In keeping with the established land use pattern for the Melville area, residential development should generally be limited to areas outside of the office/industrial

core. The purpose for doing this relates to the potential for creating a positive, marketable image for new residential development.

Also, depending on the nature and extent of future transportation improvements, planning for intensive residential development may not help to significantly lessen or stabilize "at capacity" conditions for a number of roads or intersections in the Melville area. It is possible that the new housing will have similar peak traffic-loading characteristics as existing uses, especially if many of the future residents work within the Melville area. In this case, vehicles from the new housing units would be introduced into the traffic stream during morning and evening peak-hour periods. However, residential development would, in most instances, be preferable to office or industrial development, if for no other reason than residential development typically generates a lesser amount of traffic than office development.

Two principals should be considered in planning for new residential development in the Melville area. First, housing in this area will be at some market disadvantage, owing to the commercial and industrial image of Melville. To compensate, higher quality development conveying a self-contained image (e.g., generous buffers and landscaping and clustered arrangements) should be encouraged. Sites should also be located in such a way that access is not through industrial and commercial development.

Second, the Melville area presents a uniquely appropriate location for housing residents of more modest means. The area is fairly convenient to mass transit, and will be more convenient if recommendations contained in this report are followed. In addition, local industries, warehouses and offices can provide a major source of employment to Melville residents. As a means of encouraging such development, there should be an affordable housing component required of all new residential development where density levels are

increased beyond that normally permitted for the underlying zone. The added traffic generated by higher densities can be justified by the social benefit of providing housing opportunities for lower income residents. In any event, the need to accurately gauge the demand for such housing and to devise appropriate implementation strategies should be carefully studied if and when this element of the land use plan is put into effect.

D. Open Space

The Open Space Index for the Town of Huntington indicates there were a number of open space areas within the Melville area in 1974. However, as determined by their priority classification, the majority of these were not deemed especially critical. In any event, many of the larger areas have since been developed. The remaining area considered important for sensitive treatment encompasses: (1) lands immediately south of the L.I.E., (2) wooded uplands of Pine-ridge Park, and (3) lands associated with the sand and gravel mines.

Means for securing and preserving open space areas need to be explored, including acquisition, dedications for both public and private use, transfer of development rights, conservation easements, and a cluster development ordinance. Cluster development is an important method by which some open space can be preserved while respecting the right of property owners to develop their land.

E. Institutional

There are two large public institutions within the Melville study area, the State University of New York College at Farmingdale and the Long Island Developmental Center, a State residential facility for developmentally disabled adults (see Figure 1). These institutions have two community planning benefits: (1) they are relatively low intensity uses that do not place inordinate burdens on the road

system, and (2) they complement the commercial and office uses that predominate in Melville. There remains a need to thoroughly investigate and consider any plans which would intensify development on these sites, particularly should any significant portions of these properties be disposed of for private development.

IV. KEY DEVELOPMENT AREAS

Three sub-areas presently encompass most of the land within the Melville area which is either vacant or used for agricultural purposes and predominantly zoned for one-acre residential (R-40) development. As can be seen on Figure 3, Sub-areas A and B are located on the periphery of the office-industrial core whereas Sub-area C is surrounded by office and industrial uses located within this core area.

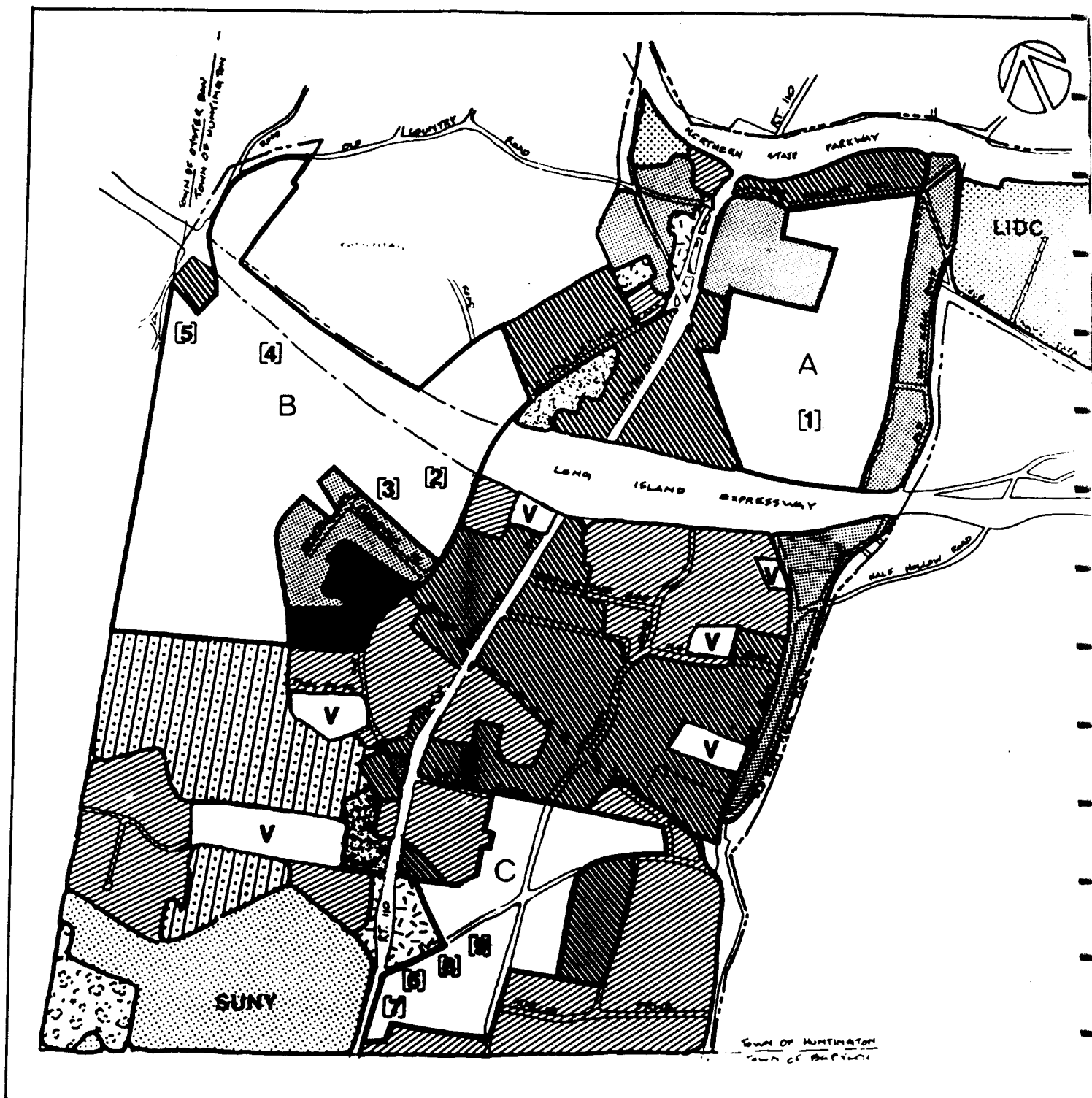
In order to develop an optimal land use plan for these areas, current development proposals have been reviewed and compared to the "Preferred Plan" (see Figure 4), contained in the Melville GEIS, as well as to the land use plan devised in 1966 (see Figure 5). Table 1 presents the major elements from each plan. The optimal land use plan for each sub-area is derived through careful consideration of the merits of these elements, taking into account the need for an overall balanced land use plan for the Melville area in accordance with sound environmental and planning principles, as laid out in Chapter III.

As both our recommendations and the "Preferred Plan" call for a considerable amount of rezoning throughout the Melville study area (specifically, redesignation to zone districts which generally permit greater development densities), the impact of this action will be to focus development pressures on undeveloped parcels (as most other sites now have development that approaches or exceeds the limit set by zoning). Accordingly, the discussion that follows focuses on the three sub-areas, previously described, which account for the preponderance of undeveloped land within the Melville area zoned for one-acre (R-40) development.

A. Sub-area A

1. Existing Uses and Zoning

Sub-area A is comprised of 215 acres, with the bulk of this area presently used for agricultural purposes, specifically for sod



Existing Land Uses:

- Retail/Service
- Office
- Industry
- Sand & Gravel Mine
- Hotel
- Multi-Family Residential
- One & Two Family Residential
- Institutional
- Parks and Recreation

V Vacant

[4] Numbers Refer to Proposed Projects Listed in Table 1

Melville: Key Development Areas

TOWN OF HUNTINGTON, NY

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TABLE 1

MELVILLE GEIS STUDY AREA: LAND USE PLANS

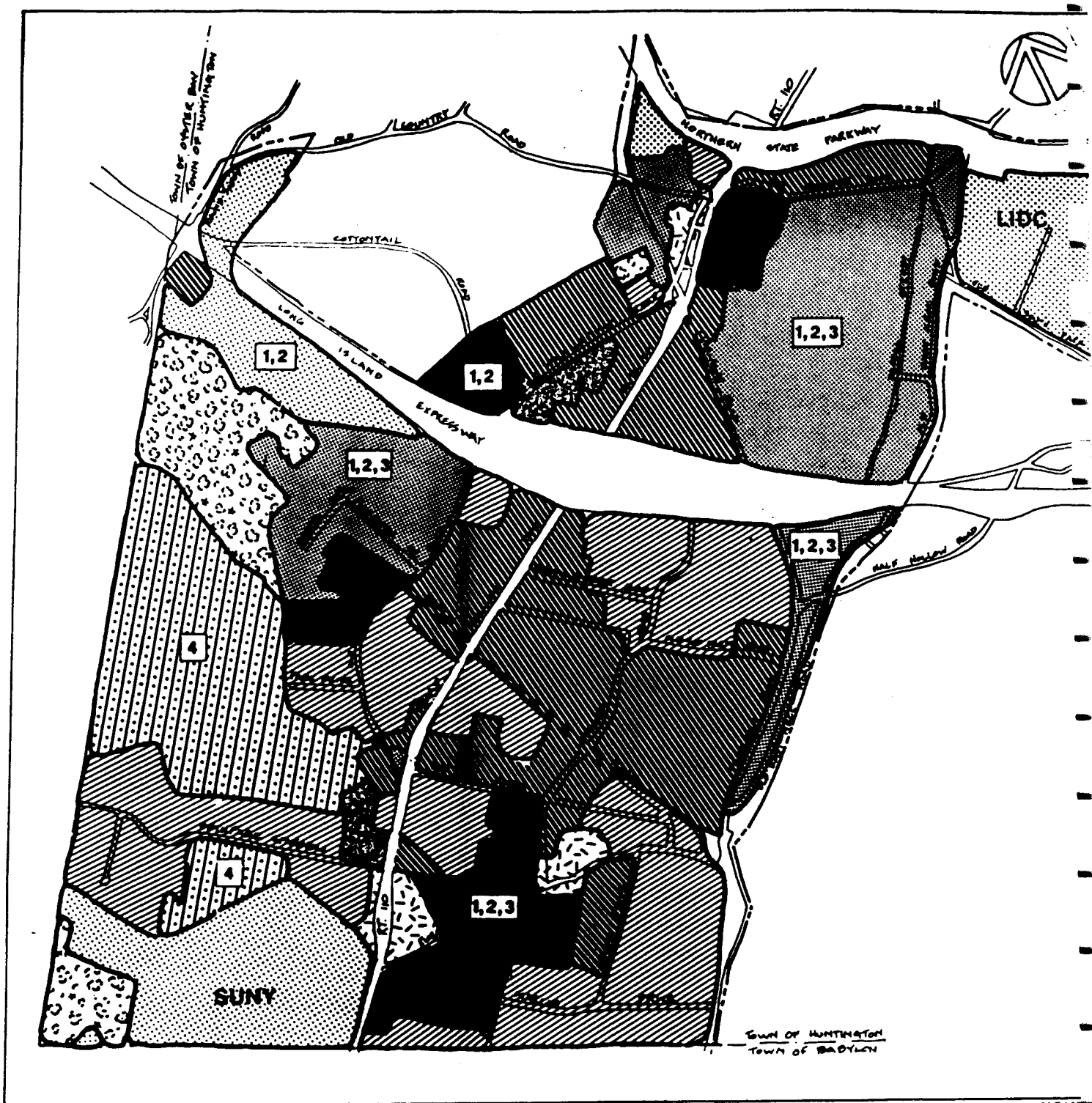
<u>Superarea</u> ⁽¹⁾	<u>Approx. # Acres</u>	<u>Number of Acres With R-40 Zoning</u>	<u>Comprehensive Plan Recommendation</u>	<u>Melville GEIS Preferred Plan Recommendation</u> ⁽²⁾	<u>Development Proposals</u> ⁽³⁾	<u>Map Key</u> ⁽¹⁾
A	215	215	<ul style="list-style-type: none"> - R-40 zoning - Cluster option - Park/school - New collector streets 	<ul style="list-style-type: none"> - medium density (max. 4 du per acre) 	<ul style="list-style-type: none"> - 660 attached townhouses (cluster) on 132 acres (rezoning from R-40 to R-5) - 480,000 s.f. office (2-story) on 28 acres (rezoning from R-40 to C-2) 	1 1
B	415	415	<ul style="list-style-type: none"> - R-40 zoning - Cluster option - Park - New collector streets 	<ul style="list-style-type: none"> - low-, medium- and high-density (max. 1, 4 and 6 du per acre) residential 	<ul style="list-style-type: none"> - 115 townhouses and 457,500 s.f. office (4-story) on 50 acres (rezoning from R-40 to R-5 and I-1) - 119 townhouses on 28 acres (rezoning from R-40 to R-5) ⁽⁴⁾ - 1,000,000+ s.f. office on 51 acres (rezoning from R-40 to I-1) - 256,000 s.f. office (4-story) on 11 acres (rezoning from R-40 to I-1) 	2 3 4 5
C	175	161	<ul style="list-style-type: none"> - Public utility - Institutional - Industrial - Relocated streets 	<ul style="list-style-type: none"> - high-density (max. 6 du per acre) residential - retail/service - office/industry - industry 	<ul style="list-style-type: none"> - 48,000 s.f. office or R&D on 6 acres (rezoning from R-40 to I-1) - 357,000 s.f. office (4-story) on 18 acres (rezoning from R-40 to I-1) - 165,000 s.f. office (2-story) on 11 acres (rezoning from R-40 to I-1) - 156,000 s.f. office (2-story) on 11 acres (rezoning from R-40 to I-1) 	6 7 8 9

(1) see Figure 3

(2) 1966 amendment to the Comprehensive Plan

(3) based on current change of zone applications

(4) 84 dwelling units and rezoning to R-7 approved by Planning Board, June 1988



FIGURE



Retail/Service

Office/Industry

Industry

Temporary Industry (Residential)

Hotel/Commercial

High Density Residential

Medium Density Residential

Low Density Residential

Parks and Recreation

1. Currently Vacant

2. Currently Zoned R-40

3. Some Existing Single Family Residences

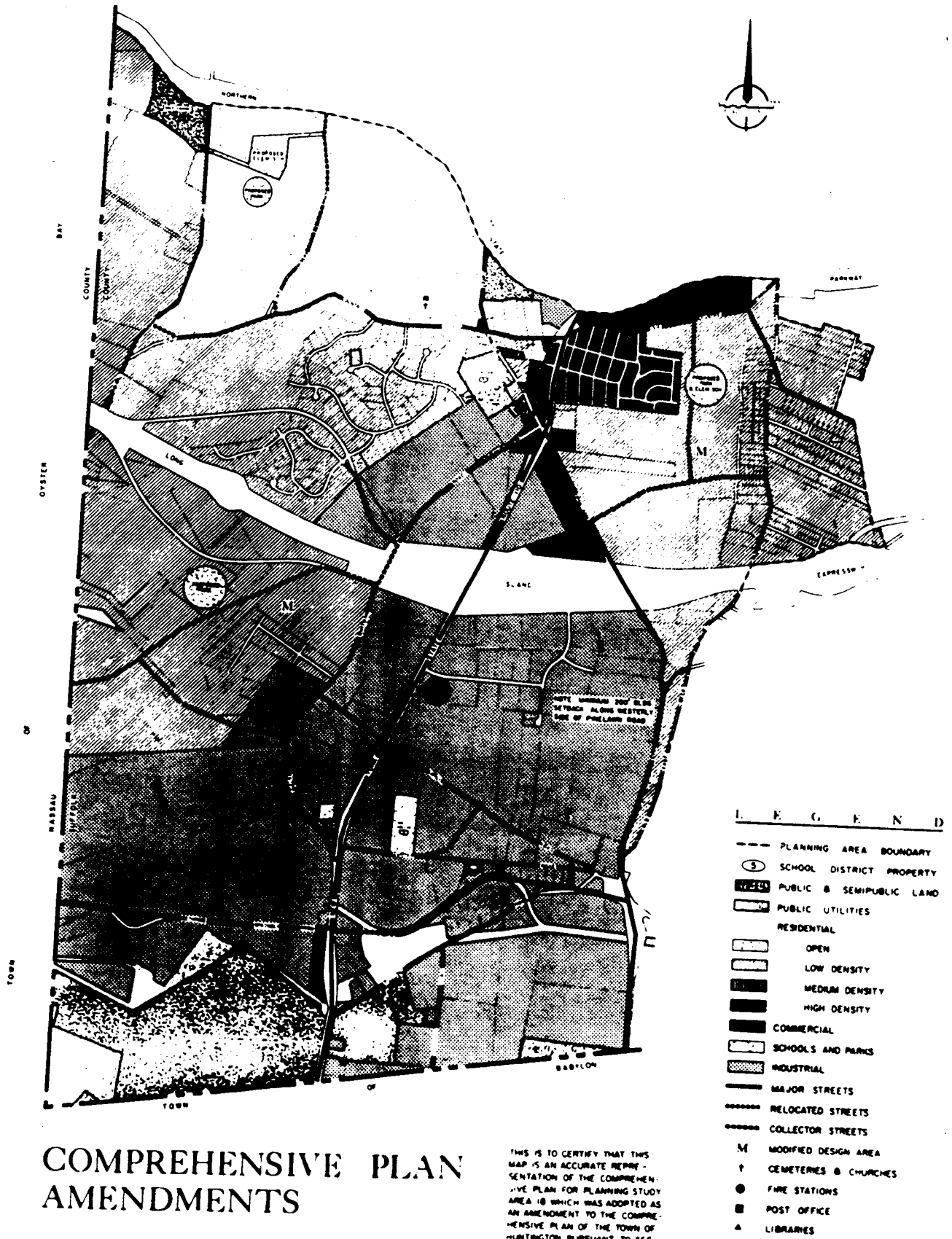
4. Existing Sand Mine

Source: LKB and RPPW

Melville "Preferred Plan"
TOWN OF HUNTINGTON, N.Y.

ABELES SCHWARTZ ASSOCIATES, INC. • N.Y.

PLANNING STUDY AREA 18



COMPREHENSIVE PLAN AMENDMENTS

FIGURE 5

THIS IS TO CERTIFY THAT THIS MAP IS AN ACCURATE REPRESENTATION OF THE COMPREHENSIVE PLAN FOR PLANNING STUDY AREA 18 WHICH WAS ADOPTED AS AN AMENDMENT TO THE COMPREHENSIVE PLAN OF THE TOWN OF HUNTINGTON PURSUANT TO SECTION 272 A OF THE TOWN LAW AFTER PUBLIC HEARING ON OCT 19, 1986

farming (the McGovern sod farm). The topography is uniformly level, with slopes of less than 10%. Surrounding land uses include single-family houses on lots ranging from 1/8 to 1 acre and single-purpose office buildings. Zoning for the area delineated on Figure 3 is for one-acre (R-40) residential development.

2. Environmental Issues

The McGovern sod farm (approximately 160 acres) represents a significant amount of the remaining agricultural land within the Town. Aside from any concerns that may exist for preserving such lands, there is the issue of possible groundwater contamination resulting from the extensive use of herbicides in this area. The availability of a suitable public water supply will be critical to any new development of these lands.

3. Development Proposals

Current development plans for the McGovern sod farm property call for 480,000 square feet of single purpose (C-2) office space to be located in three buildings along Pinelawn Road and the north service road of the Long Island Expressway (see Table 1/Figure 3, Map Key 1). The floor area ratio (FAR) for this development would be 0.40. Also proposed is the construction of 660 attached townhouse units in a cluster arrangement on 131 acres, approximating a development density of 5 dwelling units per acre. A rezoning from R-40 to R-5 has been requested.

4. Land Use Plans

The 1966 amendment to the Comprehensive Plan called for low-density (R-40) residential development within this area (see Figure 5). In addition, the Comprehensive Plan proposed "clustering" as an option within this area for preserving open space and for providing transitional land areas. An unspecified amount of land was designated

for future park and school needs. Lastly, two new collector roads were proposed - an east-west road connecting Pinelawn Road and Bedell Street and a north-south road running from the middle of this street to Old Country Road.

The Preferred Plan recommends medium-density (2 to 4 units per acre) residential development for this entire sub-area. As described in the GEIS, this would consist of 0.25 acres of land for each dwelling unit.

5. Recommendations

The optimal land use plan for this area incorporates elements from the various recommended plans and from the development proposals most appropriate for the greater Melville area, given current environmental and traffic issues. The most noteworthy feature of the plan for this area centers around an opportunity to undertake "superblock"-type development. Rather than limiting development to a single density pattern, a superblock treatment envisions a variety of housing types and densities within the framework of an overall planned community.

The conceptual plan for this area, shown in Figure 6, involves creating a series of transitional land uses, such that residential development densities "step down" from existing 1/8- and 1/4-acre lots in the vicinity of Route 110 and Old Country Road to lower density 1/2- and one-acre lots east of Old East Neck Road. Also, in keeping with the Comprehensive Plan and current development proposals, a cluster option incorporating a 10% dedication is strongly recommended for preserving open space.

Depending on future Townwide and community needs for recreational and educational facilities, which will be assessed with the updating of the Comprehensive Plan, consideration should be given to setting aside portions of this area (at least 10 acres) for park or

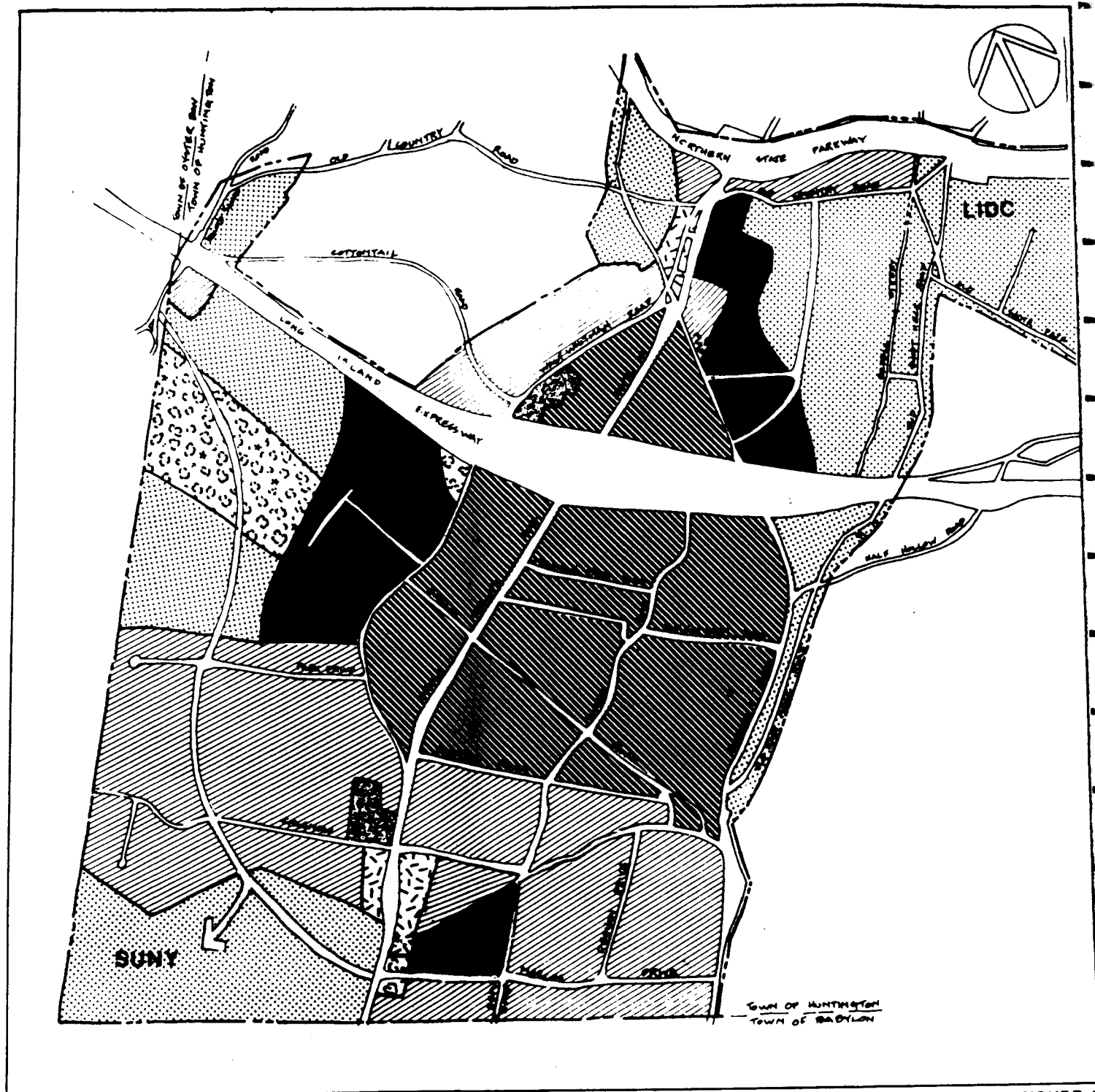


FIGURE 6

- Office/Industry (Core)
- Office/Industry
- Retail/Service
- Hotel
- High(er) Density Residential
- Low(er) Density Residential
- Parks & Recreation

Melville: Proposed Land Use Options

TOWN OF HUNTINGTON, NY

school uses. New collector streets are recommended for this area in furtherance of the superblock/planned community concept. As previously stated, residential development should not be allowed to directly front onto the new arterials indicated in the roadway plan (see Figure 2).

Lastly, while it is recognized that frontage on Pinelawn Road and the L.I.E. north service road would provide the type of access and visibility marketable for commercial development, office or retail uses should not be permitted in this area. Pinelawn Road must be maintained as the eastern limit of commercial/industrial development, in order to ensure against future encroachment of such uses into existing and planned residential areas.

B. Sub-area B

1. Existing Uses and Zoning

Sub-area B, approximately 415 acres, is characterized by essentially undeveloped lands, including lands used for agricultural purposes. This is to be contrasted to the considerable office and industrial development which exists along the eastern side of Walt Whitman Road, south of the Long Island Expressway. A significant portion of the area contains slopes exceeding 20%. A prominent ridge area extends southward from the service road of the L.I.E., midway between the Round Swamp Road and Route 110 interchanges, skirting the rear of existing single-family development located along Drexel Avenue.

Proceeding westward from this ridge are wooded uplands associated with Pineridge Park, consisting of nearly 135 undeveloped acres. To the south of Pineridge Park is an extensive area devoted to sand and gravel mining operations. Approximately 85 of these acres are included in sub-area B.

In addition, there are two vacant parcels located north of the L.I.E. which are separated by an area developed for one-acre single-family homes. The easternmost parcel is approximately 20 acres and adjoins existing industrial development to the north. The westernmost parcel is approximately 25 acres and is presently used for agricultural purposes.

The underlying zoning for all land within this subarea is one-acre (R-40) residential.

2. Environmental Issues

It should be noted that as many as 110 of the 415 acres in this area have been nominated as environmentally-sensitive areas deserving of public acquisition pursuant to the Environmental Quality Bond Act of 1986. In a memorandum to the New York State Department of Environmental Conservation dated April 9, 1987, the Town Board cited these parcels, the majority of which are located either immediately south of the L.I.E. or within Pineridge Park, for their "exemplary high morainal oak woodland habitat that supports several State-protected and Heritage Program-ranked plants." The memorandum noted the recommendation of the Long Island Regional Planning Board to acquire 98+ acres for inclusion in the Melville watershed/aquifer protection area. The long-standing concept to develop a through-road in this area which would provide access from Walt Whitman and/or Round Swamp Roads to Spagnoli Road and beyond must be weighed against the need to preserve the type of natural resource which Pineridge Park represents; certainly, such a road should be built in a manner which would minimize any potential negative environmental impacts.

3. Development Proposals

One of the prime development parcels within this area is the 50-acre Tilles property fronting on Walt Whitman Road and the south service road of the L.I.E. (see Figure 3, Map Key 2). There is a

proposal to build 115 townhouse units and 458,000 square feet of office space on this parcel, which would require a rezoning from R-40 to R-5 and I-1 (see Table 1). Adjoining the Tilles property to the south and west are two parcels under single ownership totaling 28 acres (see Figure 3, Map Key 3). As many as 84 dwelling units, with a rezoning to R-7, have been approved by the Town of Huntington Planning Board for this site. A 256,000 square-foot, four-story office building has been proposed for an assemblage of 11 acres (9 acres in the Town of Huntington and 2 acres in the Town of Oyster Bay) located north of Pineridge Park and adjoining an existing office building (Melville Expressway Corporate Center) at the southeast corner of Round Swamp Road and the south service road of the L.I.E. (see Figure 3, Map Key 4). Finally, there is a proposal to rezone a number of parcels located between the Tilles parcel and the Melville Expressway Corporate Center from R-40 to I-1 and to re-subdivide them into seven parcels for office development exceeding 1 million square feet (see Figure 3, Map Key 5).

4. Land Use Plans

The 1966 amendment to the Comprehensive Plan envisioned low-density (R-40) residential development for all of the parcels in this area, with the exception of the vacant parcel fronting on Walt Whitman Road north of the L.I.E., which was planned for industry. Clustering to preserve open space, not to increase overall density levels, was also recommended for residential development in this area. As shown in Figure 5, in addition to recommending the creation of a park in this area, the Comprehensive Plan also advocated the development of new collector roads, but with a somewhat different orientation than that contained in the proposed circulation plan (see Figure 2).

The Preferred Plan recommends medium-density (2 to 4 units per acre) residential development for the Tilles parcel and the adjoining 28-acre parcel as well as for two other vacant parcels adjoining Pineridge Park (see Figure 2). Low-density (1 unit per acre)

residential development has been proposed for the parcels situated south of the L.I.E. (see Figure 3). As previously described, these latter parcels have been targeted for inclusion in the Pineridge Park/Melville groundwater recharge protection area. Lastly, the Preferred Plan recommends high-density (5 to 6 units per acre) residential development for the vacant parcel adjoining the Eaton Corporation facility on Walt Whitman Road, north of the Long Island Expressway, as well as for a portion of the Eaton parcel itself.

5. Recommendations

In light of the environmental issues previously discussed, low-density residential development is recommended for the parcels adjoining the L.I.E., including those targeted for office development as well as the parcel bounded by Round Swamp Road and Old Country Road north of the L.I.E. (see Figure 6). The need for publicly acquiring a number of these parcels, as well as others impacted by steep slopes in the Pineridge Park vicinity, will be further evaluated during the Comprehensive Plan update. Low-density residential development, with a cluster option to protect watershed and steep slope areas, is also recommended for parcels adjoining Pineridge Park, including the assemblage located between Pineridge Park and the Melville Expressway Corporate Center, as well as those parcels associated with the sand mining area which currently have an R-40 designation.

The Tilles parcel should retain its present one-acre (R-40) zoning. However, given the prominent visibility of this site, higher-density housing should be permitted contingent upon the requirement that a number of site design and building design elements be provided. First, there should be substantial setbacks and buffers from Walt Whitman Road and the L.I.E. south service road. This is one of the most frequently viewed corners in the Town. Second, pitched roofs should be required: the site will be most often viewed from above (from both the L.I.E. and the service road).

Third and lastly, parcels to the east of the contour line that marks an elevation of 155 feet should be permitted to have higher-density housing whereas those to the west of this ridge area should be developed exclusively for one-acre residential densities.

In keeping with the Comprehensive Plan and with the character of adjoining development, the 20+ acre parcel fronting on Walt Whitman Road north of the Long Island Expressway is recommended for office/industry, with the provision that this parcel, as well as the two developed parcels located to the north (Eaton/AIL and Underwriters' Laboratories), be designated for the lower FAR levels referred to in Chapter III. This would assure that any new office development would be limited to a FAR roughly two-thirds of that for new industrial development, and that the overall density would not exceed that which is already the norm in the Melville area, outside of the core area.

Plans to settle and reclaim lands located in the area where sand and gravel mining operations are currently conducted are at least twenty years into the future. The sand and gravel mine is still active and the owner has plans to use the site for construction landfill. Still, certain basic planning concepts can be laid out at this time. First, industrial development is most appropriate in the southern portion of the site, in proximity to Spagnoli Road and consistent with existing adjacent land uses. Second, residential development is most appropriate in the northern portion of the site, in proximity to Pineridge Park and adjacent residential uses in both Huntington and Oyster Bay. Such residential development should be clustered, not only for the reasons indicated in Chapter III, but also because much of the land in this portion of the site is not suited for intensive development. Third, a limited access boulevard should connect the site with Spagnoli Road to the south and Round Swamp Road to the north, both to relieve traffic in Melville and to provide access to new residential development which does not traverse industrial areas. These are basic concepts which should be reviewed and refined as the land actually becomes available for future development.

C. Sub-area C

1. Existing Uses and Zoning

The preponderance of the land within this area either is used for agricultural purposes or is vacant. This includes parcels which were the location for certain institutional uses. In addition, the Long Island Lighting Company (LILCO) maintains a substation within this area. The topography is generally level, with less than 10% slopes. Surrounding uses include a number of commercial/retail establishments located along Route 110 south of Duryea Road. At the southwest corner of Route 110 and Duryea Road is a new United States Postal Service mail distribution facility. Office structures adjoin this subarea are located north of Duryea Road, while a predominantly industrial area is located to the southeast. Across Route 110 to the west is the SUNY Farmingdale campus and the recently opened Royce Carlin Hotel.

Of the 175 acres in this area, 161 acres are zoned for one-acre (R-40) residential use, 11 acres are zoned I-2 Light Industry and 3 acres are zoned for I-3 Light Industry.

2. Environmental Issues

Given the considerable amount of existing office and industrial development immediately adjoining this area, there is a need to preserve a certain amount of vacant land for open space purposes. Such open space areas would benefit both existing local workers as well as future workers and residents.

3. Development Proposals

Current plans for development all involve parcels within the area bounded by Route 110 to the west, Ruland Road to the north and Republic Road to the east. This is the location of a number of

large, vacated institutional structures. One proposal calls for a 48,000 square-foot building on a six-acre site fronting on the south side of Ruland Road just east of Route 110 (see Figure 3, Map Key 6). This is the site of the former Melville House for Boys. A series of proposals encompass several contiguous parcels within this vicinity: (1) a 357,000 square-foot, four-story office building on an eighteen-acre site fronting on Route 110 (see Figure 3, Map Key 7); (2) a 165,000 square-foot, two-story office building on an eleven-acre parcel to the east of the Melville House site (see Figure 3, Map Key 8); and (3) a 156,000 square-foot, two-story office building on an eleven-acre parcel at the intersection of Ruland and Republic Roads (see Figure 3, Map Key 9).

All proposals involve rezoning requests from R-40 to I-1 Light Industry.

4. Land Use Plans

The 1966 Amendment to the Comprehensive Plan envisioned continued use of both the institutional parcels within this area and the LILCO property. Industrial development was planned for all of the remaining parcels.

The Preferred Plan is noteworthy for its proposal to have high-density (5 to 6 units per acre) residential development on (1) all undeveloped and underdeveloped parcels south of Ruland Road, between Route 110 and Republic Road, (2) the LILCO holdings west of Maxess Road, and (3) a twenty-five acre parcel at the southeast corner of Ruland and Republic Roads (see Figure 4). It also calls for new retail development on a number of vacant parcels in the general vicinity of Ruland and Maxess Roads.

5. Recommendations

There is a unique opportunity to create high-density residential development within this area, south of Ruland Road. While certain

types of low-density industrial development make sense from a land use perspective, other factors support the concept of a planned residential community in this area. Among these factors are (1) the significantly lower traffic-generating characteristics of residential development vis a vis industrial and (2) the potential to create prime retail development along Route 110 which will both serve new residential development and establish a "village center" for this portion of the Route 110 corridor (see Figure 6).

By contrast, the area adjoining Ruland and Maxess Roads does not offer the type of visibility and site configuration needed for retail development intended to enhance and service new residential uses. This would make it very difficult to market high-value retail in this area.

V. DESIGN CHARACTERISTICS

While not within the scope of the Melville GEIS, a discussion of the opportunities and means for enhancing the visual design qualities of the Melville area has utility in an overall development plan. As noted in the GEIS, there are no particular foci or important spaces at the present time within the Melville/Route 110 area. A design plan could provide a needed vision for transforming Melville into an area capable of accommodating a variety of land uses in a manner which assures the future viability and desirability of each use. It could also provide more precise guidelines to future development by indicating where new buildings should be situated in order to preserve and enhance desired vistas/view corridors and open space areas.

As a blueprint for the area's visual environment, the design plan can be as specific or as general as needed. The area northwest of the juncture of Route 110 and Pinelawn Road could, for example, be designated as Melville's "Main Street," with depictions of features and amenities which will foster a greater sense of community on the part of local residents and workers alike. A design plan could be devised which would provide for the creation of tree-lined boulevards to serve as collector roads for and to enhance the image of areas proposed for new residential development. Design standards could be incorporated into the Zoning Ordinance detailing appropriate landscaping and setback requirements for both residential and non-residential uses. Similar standards for conserving natural resources and providing open space areas could also be included in a cluster development ordinance.

VI. CONCLUSION

A synthesis of the road pattern proposed in Chapter 2, modifications to the Preferred Plan suggested in Chapter 3, and site-specific recommendations in Chapter 4 is presented in Figure 6. This development plan for the Melville area centers around a number of important considerations. First, there is a need to locate future development within the office/industry core area in accordance with the intensities of existing uses and not solely by the types of uses.

Second, new retail development should be located along Route 110, where the highest-valued retail uses are presently located. Associated parking areas should be restricted to the rear of any new retail structures.

Third, future residential development should be limited to the periphery of the office/industrial area. This underscores the need not to be exclusively focused on the traffic-generating characteristics of certain land uses. Although particular vacant parcels could, in theory, be developed for lower traffic-generating uses (i.e., residential), there should also be an appreciation of the compatibility of proposed and existing uses as well as the need to preserve and enhance open space areas.

This last element relates to a fourth consideration, namely, the need to protect select environmentally-sensitive areas, particularly those impacted by steep slopes and/or associated with groundwater recharge.

Fifth and finally, there is a need to relate each of the land use components to a visual plan for the area. A design plan for creating a recognizable and memorable image for Long Island's "downtown" has as much potential utility as does a land use plan for the optimal development of major vacant parcels in the Melville/Route 110 area.

DEWEY, BALLANTINE, BUSHBY, PALMER & WOOD
140 BROADWAY
NEW YORK 10005

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WASHINGTON, D.C. 20006
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5355 TOWN CENTER ROAD
BOCA RATON, FLORIDA 33486
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June 3, 1988

Mr. Richard Machtay
Town of Huntington
Department of Environmental
Control
100 Main Street
Huntington, New York 11743

Re: Huntington Master Plan and
Draft Generic Environmental Impact
Statement: Melville - Route 110 Area

Dear Mr. Machtay:

As you may recall, we recently spoke by telephone concerning the recommendations made in the recent Draft Generic Environmental Impact Statement for the Melville area.

In that regard, I thought you might appreciate receiving a copy of the enclosed letter sent to Supervisor Rettaliata by our firm on behalf of Broad Hollow Estates, Inc.

Sincerely,


David A. Koenigsberg

Enclosure

DEWEY, BALLANTINE, BUSHBY, PALMER & WOOD

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CABLE ALL OFFICES: DEWBALAW

May 26, 1988

The Honorable Toni Rettaliata
Supervisor
Town of Huntington
Town Hall
100 Main Street
Huntington, New York 11743-6990

Re: Huntington Master Plan

Dear Ms. Rettaliata:

I am writing on behalf of Broad Hollow Estates, Inc., which is the owner of an approximately 300 acre property north of Spagnoli Road in the area west of Route 110.

About 200 acres of that property is presently zoned for light industrial use, with the remaining 100 acres zoned for residential use. However, for a great many years the property has been used for sand and gravel mining and for clean fill disposal pursuant to permits and to a non-conforming use applicable to the entire parcel.

The Draft Generic Environmental Impact Statement ("DGEIS") for the Melville-Route 110 area prepared for the Town of Huntington by Lockwood, Kessler and Bartlett, Inc. contains various recommendations with regard to the future zoning in the Melville-Route 110 area. Because of a perceived burden on the existing and future road system, the DGEIS recommends greatly reduced industrial zoning and greatly expanded residential zoning. In particular, with regard to the Broad Hollow property, the DGEIS states that "[t]he area along Spagnoli Road, which is presently a sand mine, clean fill disposal site, and asphalt plant, would be allowed to remain as such. Its eventual development, however, would be limited to residential use at medium-high density."

If the recommendations contained in the DGEIS were adopted by the Town of Huntington, Broad Hollow would have some 200 acres of its property converted from light industrial

zoning to residential zoning. Because of the destruction of values such a change would have on any future development rights or plans that Broad Hollow might have, it would have little choice but to oppose such a change. Such an outcome cannot be in anyone's interest, particularly since, as the DGEIS itself acknowledges, it is anticipated that the property will continue for the foreseeable future to be operated in accordance with its non-conforming use. The Town does not need to address any zoning change to the Broad Hollow property at this time, and should defer any consideration of the rezoning of that property to some time in the future when the property might be used for some other purpose. At that time the then-current traffic and other conditions, and the legality of any contemplated rezoning, could be more accurately assessed.

If you think it appropriate, I would be happy to meet with you or your staff to discuss the DGEIS and the zoning of the Broad Hollow property.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jack Kaufmann".

Jack Kaufmann

ugnsa
7/13/88-

Genasqua realty holding, co.

JUN 12 1988

June 30, 1988

1988 JUL -5 A 10:23
TOWN OF HUNTINGTON, N.Y.

Town Clerk
Town of Huntington
100 Main Street
Huntington, N.Y. 11743

Gentlemen:

Recently, I received a Draft of the Generic Impact Environmental Statement prepared by Lockwood, Kessler & Bartlett, Inc. Along with the information, I was notified that a meeting would be held on Thursday, July 7th at Town Hall. Regretfully, I will be abroad on that day. However, for the record, I would like you to know my position after having read this Draft.

As an owner of five or six buildings and parcels within the area - as both a user and developer - the kindest comment, without being insulting, that any knowledgeable, interested party could subscribe to this Draft on an overall basis is "hogwash." If people are so naive to believe the recommendations for housing in an area where \$800,000 an acre is a bargain and a single acre would be in excess of a million dollars to build a house, they have a lot to learn.

Insomuch as industrial buildings in this area are concerned: For your information, the industrial user does not need the "image" of Melville. Nuts and bolts can be made cheaper in Amityville. The area has grown because of offices; it will wither with anything else at these prices. Have you figured out how much rent an industrialist would pay to have his nuts and bolts factory here? Or, do you fantasize that an industrial building would be the likes of the Underwriters Laboratory at Walt Whitman Road. Hardly!

When Lambda/Veeco wants to sell on 110; when Algorex, who built the Melville Building wants to sell; when McPhilben on the South Service Road wants to sell and also Eaton Corporation, just to name a few, aren't you getting the message? High Tech ain't here to stay, its over! You will be happy to get nuts and bolts, but not at \$10. a square foot. Think this out carefully.

CC: SUP
T.B.
T.A.

(cont'd.)

Planning

305 Spagnoli Road, Melville, New York 11747 Telephone: (516) 752-2822

Town Clerk
June 30, 1988
Page Two

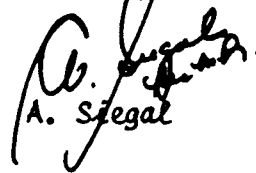
Its very nice for Consulting Engineers to recommend a diamond mining operation because it fits all of the criteria to have very few people above ground and those who are too poor to own cars pushed below ground reaping huge sums of money from the earth; but, the fact is that this only works in a few places on the earth and Melville per se does not have diamond mines. The message here is that you use land for the function that it best serves and do not try to impose a function that would best serve those individuals who would prefer nothing but diamonds from the earth but with no thought that it took something to bring them out.

I do hope someone on the Town Board or the Planning Board has the vision to see what any real estate man, builder, developer, industrialist or real hardcore businessman understands --- its hard to grow tomatoes in the North Pole!

Thank you for your patience.

Very truly yours,

JENASAGUA REALTY HOLDING CO.


A. Siegal

AS:ml

P.S. And, don't forget the Super Fund Improvement next door to this property, known as the Old Bethpage Dump!

Statement of Huntington Township Chamber of Commerce
re Proposed Melville Draft Generic Environmental Impact Statement
at Huntington Town Board Public Hearing, July 7, 1988

We extend our appreciation to Richard Machtay, Environmental Planner, Town Department of Environmental Control, for meeting with our Planning and Zoning Committee and facilitating our review of the Draft Generic Environmental Impact Statement for the Melville - Route 110 Area as prepared by Lockwood, Kessler & Bartlett.

We believe the proposals to shift development from office to industrial and housing are seriously flawed. The shift to industrial development would be completely contrary to trends in the United States, Long Island and Melville - all are moving in the direction of a service economy. Even if the trends were in the opposite direction, industrial development would be extraordinarily difficult without an operational sewer district with an ocean outfall. Article 7 of the County Sanitary Code sharply curtails industrial development. Development of housing is not practical economically without increased density and development at such density might pose problems for our groundwater supply and also require a sewer district.

Since much of the planning outlined in the DGEIS is based on the use of the FAR, it is necessary to have a full understanding of how the existing FAR was created. The DGEIS presents the FAR, as currently

existing in Melville, at 35%. It does not appear to reflect properly current development. Does it include industrial as well as office space? If so, does it contemplate the full utilization of the industrial property where expansion is possible? Although the reduction from 35% to 30% does not seem significant, we believe the actual office FARS are higher, and consequently the impact would be significantly greater.

1
2
3
4 SPECIAL TOWN BOARD MEETING OF THE HUNTINGTON TOWN
5 BOARD, ON THE DRAFT GENERIC ENVIRONMENTAL IMPACT
6 STATEMENT FOR THE MELVILLE-NEW YORK AREA, HELD ON
7 THE 7TH DAY OF JULY, 1988 AT 8:00 P.M., IN ROOM 133,
8 TOWN HALL, 100 MAIN STREET, HUNTINGTON, NEW YORK,
9 PURSUANT TO NOTICE OF HEARING DATED JUNE 14, 1988.
10
11
12
13
14

15 PRESENT:

16 ANTONIA RETTALIATA, Supervisor

17 SANDRA P. TRIOLO, Deputy Supervisor and Councilwoman

18 RICHARD K. HANSE, Councilman

19 WILLIAM REBOLINI, Councilman

20 QUENTIN SAMMIS, Councilman

21 JO-ANN RAIA, Town Clerk
22
23
24
25

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1 [AFTER THE RECITATION OF THE PLEDGE
2 OF ALLEGIANCE, THE SPECIAL TOWN BOARD MEETING
3 OF THE TOWN OF HUNTINGTON WAS CALLED TO
4 ORDER BY THE SUPERVISOR, ANTONIA RETTALIATA,
5 AT 8:10 P.M.]
6

7 SUPERVISOR RETTALIATA: Mrs. Raia, would you please read
8 the public notice?

9 MRS. RAIA: The Town Board of the Town of
10 Huntington hereby schedules a public hearing
11 to consider the Melville-New York area DGEIS.
12 This is by order of the Town Board; Jo-Ann
13 Raia, Town Clerk. I have the affidavit of
14 publication and posting.

15 SUPERVISOR RETTALIATA: The public hearing notice being in
16 proper order, I would like to first call
17 Mr. Richard Machtay to briefly explain to us
18 the GEIS for the purpose of the hearing this
19 evening.

20 MR. MACHTAY: The GEIS for the Melville-110 area
21 was conceived a couple of years ago, and it was
22 prepared by Lockwood, Kessler & Bartlett,
23 and it is a compilation of factual data that
24 was collected in the field, that was collected
25 from other agencies, other than the Town, that

Modern Shothead

1 is, and was collected from the Town as well.

2 It is a series of conclusions and
3 recommendations.

4 Based on that data, based on that
5 factual data by planning, environmental
6 engineering and traffic professionals, the
7 study does recommend certain changes, and I
8 presume most of you have seen something in the
9 way of study or you wouldn't be here.

10 It does recommend certain changes
11 for some of the land uses in the Melville area.

12 The reason we are here tonight is
13 because the study, pursuant to the State
14 Environmental Quality Review Act, otherwise
15 known as SEQRA, was accepted as complete or
16 adequate for the purpose of public review and
17 commend.

18 The review process has been going on
19 for several months now. The commenting period
20 ends ten days from the close of this hearing,
21 and if the hearing closes tonight, I think
22 we set the 18th of this month as the closing
23 date. The 17th came out on Sunday so we
24 extended it to the 18th.

25 Basically, we are here to hear the

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1 public's comments on what they found in the
2 document. The process is far from over in
3 that the next thing that will happen is that
4 the Final Environmental Impact Statement will
5 be prepared, and the very last thing will be a
6 Statement of Findings. That will be prepared
7 as well, and those two documents must be
8 prepared by the lead agency or, in this case,
9 the Town Board.

10 That's where we are right now. I am
11 here to answer questions if need be, and I will
12 be here.

13 SUPERVISOR RETTALIATA: Thank you. If there is anyone
14 who wishes to make a statement this evening,
15 and you have not filled out the form that
16 looks such as this one here, [INDICATING],
17 if you would do so, we would appreciate it so
18 that we can have you placed in the specific
19 order that you are going to speak.

20 The first speaker this evening will
21 be Mr. Michael Kelly from Abeles Schwartz.

22 Mike, you are going to give us an
23 overview of the report on the GEIS and also,
24 some comments from the Planning Board; is that
25 correct?

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1 MR. KELLY:

2 Yes. Good evening, Town Board
3 members, my name is Michael Kelly.

4 For the record, I am a senior planner
5 and an associate at Abeles Schwartz Associates.
6 We are planning consultants to the Town of
7 Huntington currently updating the Comprehensive
8 Plan under the direction of the Planning Board,
9 with the input of the Steering Committee of
10 Town officials and with the input from three
11 Citizens Advisory Committees, and with the
12 Steering Committee.

13 I have a brief statement I would like
14 to read, a prepared statement, regarding our
15 work in Melville, regarding the GEIS.

16 Briefly, one chapter of the plan
17 update will deal with economic development,
18 and as the Melville area is one of the key
19 areas in the Town insofar as office and
20 industrial development is concerned, we were
21 asked to look at the GEIS, when it was prepared
22 in light of our research.

23 We provided our comments to the
24 Steering Committee, the Planning Board and
25 the CAC's in a joint meeting on June 29th,
which was about a week ago. The Planning Board,

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1 at that time, asked that we enter these comments
2 into the official record tonight.

3 In essence, we are impressed with
4 the level of effort and research represented
5 by the GEIS. We are in fundamental agreement
6 with its findings and recommendations,
7 particularly the need to:

8 (1) Improve traffic circulation;

9 (2) Differentiate between office
10 and industrial land uses according to their
11 traffic-inducing qualities; and

12 (3) Provide greater housing
13 opportunities.

14 We would suggest some revisions to
15 these and other recommendations to make them
16 concur with our preliminary findings and
17 recommendations of the Comprehensive Plan.

18 We especially recommend:

19 (1) New roadways and new realignments
20 to create alternative routes to 110, which is
21 operating at an unacceptable level of service;

22 (2) Greater differentiation in the
23 optimum density levels for offices and industry
24 in the entire Melville area, not just a portion
25 of area; and

Modern Shorthand

1 (3) The promotion of affordable
2 housing, cluster site plans and high-quality
3 housing development in accordance with sound
4 environmental and planning principles.

5 We support the GEIS's overall
6 approach for a more balanced mix of uses,
7 but we would suggest a more simplified land use
8 for Melville.

9 More specific comments on the GEIS
10 and our recommendations are contained in our
11 report called, "Land Use Options for the
12 Melville/Route 110 Area," which was submitted
13 to the Town on June 23, 1988. At the request
14 of the Planning Board, I submit this report
15 to the Town Board tonight as our comments
16 on the GEIS, and I will submit that.

17 [WHEREUPON REPORT REFERRED TO WAS HANDED TO THE
18 TOWN CLERK, JO-ANN RAIA.]

19 SUPERVISOR RETTALIATA: For the purpose of a comment, Sonya
20 Bradley?

21 MRS. BRADLEY: You don't mind if I sit here?

22 SUPERVISOR RETTALIATA: Not at all.

23 MRS. BRADLEY: My name is Sonya Bradley. I am
24 President of Triangle-Melville Civic

25 Association in Melville; 22 Goldfield Street.

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1 Although the Comprehensive Plan
2 of 1965 recommended new roads in the Melville-
3 Route 110 corridor prior to development on
4 commercial and industrially zoned land, the
5 roads were never constructed. Frugality was
6 the watchword of both political parties. It
7 was a political impossibility to ask taxpayers
8 for money to construct roads when all they
9 could see was farmland.

10 In addition, the policy of the
11 Town Board, Planning Board and Zoning Board of
12 Appeals made no effort to carry out the mandate
13 of the Melville GEIS, (See Page S-2), from
14 1965 to 1987, which is to analyze the existing
15 environmental conditions within a three thousand
16 acre study;

17 Two, the most important, to analyze
18 the potential cumulative effects of its
19 continued development and,

20 Three, to evaluate development
21 scenarios for the future.

22 In June of 1986, the Study Committee
23 on the Route 110 Corridor recommended
24 that the following steps be taken by
25 Huntington's Town Board:

Modern Shorehead

1 That the Town Board, Planning
2 Board and Zoning Board of Appeals adopt as a
3 continuing policy the consideration of each
4 application, not only on its own merits, but
5 as it affects the entire Melville-Route 110
6 corridor as defined in the Draft GEIS,
7 including commercial, industrial and residential,
8 to ascertain whether the particular
9 application will have a positive cumulative
10 effect on this area.

11 That the Planning Board, Zoning Board
12 of Appeals and Town Board require that
13 applications include an Environmental Impact
14 Statement encompassing their own property and
15 the cumulative effect on the surrounding areas,
16 if they are submitted after the start of the
17 Melville GEIS.

18 Triangle has repeatedly requested
19 that an Environmental Assessment Form be
20 required of all high-density population
21 projects, and that this be official Town Board
22 policy.

23 On December 23, 1987, the New York
24 State Court of Appeals overturned a lower
25 court decision, and now site development plans

Modern Shothead

1 with an Environmental Assessment Form must be
2 submitted to the Town for commercially zoned
3 property before the Town Department of
4 Engineering, Building and Housing may legally
5 issue a permit for construction.

6 We look forward to an enlightened
7 Town Board policy to protect the Town, allow
8 construction, but within guidelines that will
9 minimize the impact on the surrounding
10 community through the process of mitigation
11 allowed by the Environmental Assessment Form.

12 Regrettably, the Planning Board,
13 Town Board and Zoning Board of Appeals followed
14 a policy that each application must be
15 considered within its own borders, which has
16 led us to our current situation, explained
17 on Page S-2 of the Melville GEIS. The primary
18 determining factor of desirable maximum growth
19 within the study area is the capacity of
20 roadway network. Evaluation of existing
21 conditions demonstrates that the road system
22 is presently overburdened. The extent of
23 problems created by the high volume of traffic
24 in the Route 110 corridor and adjoining
25 areas indicate that additional nonresidential

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1 development cannot be accommodated until the
2 roadway system is upgraded, Page S-3, Melville
3 GEIS.

4 The reality is that money for
5 upgrading our roadways will be hard to come
6 by, as the Town has nothing to offer; the
7 County is focused on buying land for
8 preservation; and the state is depending on
9 another bond issue that will cost us three
10 dollars for every one dollar spent on only
11 road improvements, not new roads.

12 Therefore, what we have is what
13 we've got, and everything else is sheer
14 speculation.

15 To quote the Melville GEIS Summary,
16 Page S-3, "Future development following current
17 trends in the development of the area, (FAR,
18 Floor Area Ratio of 0.35), would stress
19 beyond their capacities existing and/or
20 currently planned roadways and sewer systems
21 and recommended roadway systems."

22 Therefore, the GEIS recommendation
23 is to lower the FAR to 0.30, limit office/
24 industry development with our present roadways
25 and have higher density residential zoning for

Modern Shorthand

1 farmlands zoned R-40. They expect sixteen
2 thousand new jobs if current commercial
3 development continues, and no place to house
4 the workers.

5 And this is under the, "Preferred
6 Plan," that limits development with a FAR
7 0.30. There is no recommendation for multiple
8 dwellings, just three thousand one hundred
9 dwelling units, Page 3-7, of which twelve
10 hundred would be provided by using the privately
11 owned sand mine, an unlikely scenario, leaving
12 only twenty-four hundred homes.

13 Although the consultants recommended
14 a reduction in FAR, there was no suggestion
15 concerning reduction of allotted parking spaces
16 to control the number of automobiles, vans and
17 small trucks. They did not suggest the
18 elimination of underground garages to alleviate
19 traffic congestion.

20 The Melville GEIS provides a map
21 called, "Level of Service - Existing
22 Conditions," Figure 2-14.

23 It informs us that Old Country Road
24 and New York Avenue, in both the morning and
25 evening rush hours, gets an E/F rating, and

Modern Shoreland

1 that Old Country Road and Route 110 receives
2 a E/F rating in the evening rush hour. Mind
3 you, this is before the Long Island Savings
4 Bank is due to open with its eight hundred
5 cars adding to the traffic congestion.

6 Old Country Road going northbound
7 has a speed of eleven miles per hour. And,
8 its level of service is an F.

9 We must note for the record that on
10 Table 2-27, the Melville GEIS lists pre-1970
11 largest office structures, and notes seventy-
12 four thousand six hundred twenty square feet
13 for the Allstate building, presently known
14 as Mergenthaler, and puts on its preferred
15 plan, (Figure 3-1), that same outline of the
16 old Allstate building, not the new Long Island
17 Savings building.

18 Yet, in its Section 11.0 references
19 on Page 11-3, it lists Long Island Savings Bank
20 December 1985, DEIS for Long Island Savings
21 Bank. Prepared by Ethan Elder Associates.
22 Doesn't the DEIS provide the total square
23 footage and outline of the building?

24 Why wasn't the current building
25 drawn properly on the preferred plan?

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1 We must also note for the record
2 that our major vegetation cover areas, Figures
3 2 through 9, the undeveloped area adjacent
4 to the Citicorp property, which is natural
5 trees and vegetation, was not correctly drawn
6 in the map. It wasn't even noted.

7 We also note, for the record, that
8 since the left hand doesn't know what the right
9 hand is doing, since the same map shows that
10 the northwest corner of Old Country Road and
11 New York Avenue has private homes, indicating
12 Residential R-40 zoning, in addition, our
13 consultants recommend that Old Country Road
14 from Route 110 to New York Avenue be widened
15 to four lanes, ignoring the fact that the
16 Long Island Savings Bank received a variance
17 from the Zoning Board of Appeals to allow a
18 lesser amount of space from its building line
19 to the widened lanes of Old Country Road, and
20 that any further expansion of Old Country Road
21 at Route 110 would require tearing down private
22 homes.

23 Also, in their preferred land, they
24 ask that the entire finger of land from
25 Route 110 to New York Avenue become commercial

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1 property, despite their acknowledgment that
2 traffic congestion is already a burden on the
3 community, and that the Long Island Savings
4 Bank traffic can only be detrimental to the
5 air quality, noise quality and abuse of Old
6 Country Road.

7 I gave you a copy of the Level of
8 Service. It says, "Existing Conditions," and
9 I indicated where Triangle is located, and you
10 can see that the worst traffic congestion
11 -- there are one, two, three, four spots and
12 where are they, Pinelawn Road, Old Country
13 Road at Route 110 and New York Avenue, which is
14 our border. These are the worst traffic
15 congestion areas, and for this, they recommend
16 more cars.

17 I am pleased to say that the Town
18 Board, itself, does not approve of the
19 commercial zoning for the northwest corner of
20 Old Country Road and New York Avenue, as it
21 recently instructed its lawyer to proceed with
22 a lawsuit initiated by the owners of the
23 corner five plus acre property, Messrs. Osiecki
24 and Fine, to change the zoning from R-40 to
25 commercial, as the Town Board prefers

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1 condominiums at that corner property as a
2 transition to the private homes abutting the
3 area. The farmland across the street is
4 zoned R-40, one house to an acre.

5 Triangle is displeased with the
6 numerous discrepancies concerning this finger
7 of land that has been demonstrated by our
8 consultants in their appraisal of this acreage
9 along Old Country Road. We believe that this
10 area has been largely ignored in favor of
11 properties to the south.

12 This, despite the fact of our
13 proximity to Northern State Parkway and being
14 given such an unfavorable traffic congestion
15 rating, surely there can be no justification
16 for further commercial development along this
17 strip of land.

18 On April 22, 1988, Triangle sent a
19 letter to Mr. John Lekstutis, P.E., requesting
20 justification for designating the corner
21 property at Old Country Road as office-industrial
22 zoning, mentioning that it was not included
23 in the Melville Industrial Sewer District.

24 To date, we have received no reply.

25 I have a copy of that letter on the back of one

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1 of your pieces of paper and again, we have
2 received no reply to date.

3 Triangle does not approve of widening
4 Old Country Road to four lanes up to New York
5 Avenue to justify commercial zoning of the
6 northwest corner, as the road then becomes a
7 two-lane highway through residential property.

8 Triangle wishes to thank the Town
9 Board for supporting the position which we
10 held for three years, that the northwest corner
11 of Old Country Road and New York Avenue should
12 be zoned residential.

13 The Melville GEIS makes it clear that
14 development of the land is constrained by our
15 traffic congestion and roadways. The remaining
16 amount of land, I think it is six percent --
17 that's the last information I received -- has to
18 be carefully utilized, so that the present
19 commercial and industrial corridor can function
20 in as normal a manner as possible.

21 This means that unlimited development
22 cannot go any further, and every application
23 must be scrutinized as to its impact on the
24 remainder of the corridor, the size of the
25 office building, and the number of parking spaces

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1 must be adjusted according to the traffic flow
2 on adjacent streets and Route 110.

3 We can no longer allow any more
4 underground garages. We should cut back the
5 number of cars per allowable square feet.

6 Each office building developer should
7 be required to mitigate and have its own
8 restaurant within the building to prevent
9 midday rush hours. The commercial strip on
10 Route 110 and Ruland Road is desirable, as it
11 would alleviate some cars traveling both north
12 and south on Route 110 for the purpose of
13 lunch and shopping.

14 Residential zoning for the properties
15 along Ruland Road with higher density than R-40
16 is necessary, but should fit in with current
17 policies of the Town Board and Planning Board
18 for cluster housing with a maximum of open
19 space.

20 The mitigation by developers of this
21 type of residential zoning, should include
22 low income modules or clustered housing of
23 two stories to supply housing for the working
24 people who populate the office and industrial
25 buildings along Route 110, as well as the other

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1 land across Route 110 on the opposite side
2 of Ruland Road.

3 We find the juxtaposition of an
4 additional sixteen thousand jobs with a total
5 lack of housing for our working people to be
6 ironic. What we are saying is, "Come here to
7 work, but not to live."

8 There is one parcel of land on
9 Pinelawn Road between industry and office
10 buildings that would be suitable for residential
11 housing, that would allow workers to live near
12 their jobs. Perhaps the Town could advocate
13 a mixture of this nature.

14 That's spot zoning, I believe they
15 call it.

16 They also note that although the
17 Melville Industrial Sewer District is strictly
18 for commercial and industrial buildings, the
19 Melville GEIS suggests hooking up residential
20 communities. Considering the difficulties facing
21 the Sewer District finding a home with the
22 Suffolk County sewer District, it does not seem
23 possible that the Melville Industrial Sewer
24 District will be able to expand and take in
25 residential housing.

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1 Once again, we urge that the Town
2 Board issue a policy on the subject of using
3 an Environmental Assessment Form for all high
4 density population applications, both commercial
5 and residential, as the easiest and clearest
6 method of continuing this prosperity, beauty
7 and environmental health of Melville and the
8 Route 110 commercial and industrial corridor.

9 Thank you.

10 SUPERVISOR RETTALIATA: Mrs. Bradley, could we just go back
11 to one of the paragraphs you have here, where
12 you talk about the mitigation by developers of
13 a specific type of residential zoning to
14 include low-income modules of cluster housing
15 of two stories to supply housing for the working
16 people?

17 What are you referring to when you
18 say low income? Just what is it you are talking
19 about?

20 MRS. BRADLEY: We are not talking about poverty.
21 We are talking about people who cannot afford
22 to buy a home in our Town. The only way you can
23 buy a home now is if you are a middle-income
24 person, a person earning about twenty-five
25 thousand a year. The only way you can buy a

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1 home is if you go in with someone, and so you
2 have illegal two-family housing.

3 We have illegal two-family housing
4 all over this Town because the average person
5 cannot afford to buy their own home. That's
6 happening in our neighborhood; they are tearing
7 out the insides to make it two-families.

8 SUPERVISOR RETTALIATA: What do you mean by two stories?

9 MRS. BRADLEY: Two apartments, one on the lower floor
10 and one above. You can also have condominiums
11 that are two stories.

12 The reason I say condominiums, when
13 you own something, you take pride in it.
14 Ninety percent of the people who own property
15 will take care of it. There are some people
16 who buy a house and live in it, as if they were
17 a tenant, and let it run down, but the majority.
18 ninety percent of the people, have pride in the
19 their home and will take care of it.

20 SUPERVISOR RETTALITA: You are talking about an income of
21 twenty-five thousand?

22 MRS. BRADLEY: Twenty-five, thirty thousand dollars
23 a year. These people require a place to live
24 and can't find a place to live unless it is
25 illegal in this Town.

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1 What's more, I have had complaints
2 from people in my community who used to have
3 legal two-family homes and could not afford
4 it. They told me they were paying six thousand
5 dollars a year in taxes. There is something
6 wrong with the fact that a legal two-family
7 house is so overly taxed that they are
8 undesirable to a person who would do that kind
9 kind of thing if they could afford it.

10 They can't afford it; and as a
11 result, what people do is they go in over
12 their heads. They really can't afford the
13 house, and then they have to take in boarders
14 or they have to take in another family,
15 sometimes two families.

16 You also have another situation. You
17 have a situation where real estate agents buy
18 up ninety to one hundred thousand dollar houses,
19 and then rent them. That is going on all over
20 this Town, also.

21 SUPERVISOR RETTALIATA: Thank you.

22 MRS. BRADLEY: Any other questions?

23 SUPERVISOR RETTALIATA: Thank you.

24 Mr. Paul Roussillon for the purpose
25 of making a statement.

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1 MR. ROUSSILLON:

Madam Supervisor, members of the
2 Town Board, I am Paul Roussillon. I live in
3 Melville and I am a member of the Melhollow
4 Civic Association. We recently had a meeting
5 concerning the GEIS, and the members of the
6 Association were very disappointed that they
7 didn't have sufficient time for review of this
8 in order that they may be able to advance
9 their comments concerning it to the Town Board.

10 It was our understanding that there
11 was going to be more time for the community
12 to review this plan.

13 SUPERVISOR RETTALIATA: What would they have considered
14 to be sufficient time?

15 MR. ROUSSILLON: Well, perhaps, six months.

16 SUPERVISOR RETTALIATA: Okay.

17 MR. ROUSSILLON: It was our understanding that, in any
18 event, that they would not be compelled to
19 bring their comments during the period when
20 there are so many people on vacation.

21 In particular, this week, as you know,
22 this is a very popular vacation week, and it
23 doesn't permit many to attend here and comment
24 even if they wished to.

25 SUPERVISOR RETTALIATA: My past nine years in government has

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1 trained me to understand that all weeks are
2 popular weeks for vacation, depending upon
3 whose time frame it is in.

4 MR. ROUSSILLON: I think the Town Board realizes the
5 4th of July week is recognized as a very
6 popular week for vacation, especially since
7 the children are on vacation.

8 With respect to the Environmental
9 Impact Statement, many of Mrs. Bradley's
10 comments are well taken. In particular,
11 that which relates to the disposal of sanitary
12 waste.

13 It is apparent now from even that
14 which is published in the Newsday, that there
15 is going to be quite a problem with disposal
16 of sanitary waste with any further development
17 that may occur, whether it be commercial
18 or residential, in the Route 110 corridor.

19 It is my understanding now that the
20 Huntington Sewer Authority -- excuse me -- the
21 Suffolk County Sewer Authority believes that
22 the Southwest Sewer District cannot even
23 accommodate the Melville Industrial Sewer
24 District as it is presently configured; that is
25 only to service the existing commercial/industrial

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1 buildings. Now, this plan presumes that the
2 residential development that's proposed is to
3 hook into this. Clearly, if now it is
4 understood we are not going to be, it is
5 unlikely that the Melville Industrial Sewer
6 District, as it is presently configured, is
7 going to be able to hook into the Southwest
8 Sewer District; it is even more unlikely that
9 residential is going to be able to hook into
10 it.

11 That being the case, this is a serious
12 defect in this plan.

13 Now, there is also a serious defect
14 in the Environmental Impact Statement in that
15 it assumes in its Preferred Plan, that certain
16 roadway improvements are going to occur. These
17 roadway improvements, our civic association,
18 all of Melville and perhaps even -- HUCA and
19 everybody has been calling for four years,
20 the Town has no control over it, and that is
21 the improvement of the state roads and
22 particularly, the overpass of Northern State
23 Parkway and Route 110.

24 Now, my last direct knowledge of
25 this from the New York State Department of

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1 Transportation occurred as a member of the
2 Route 110 Study Committee, and we were informed
3 at that time that there were no proposals
4 on the table, there was nothing that had been
5 advanced at that time for the reconstruction
6 of that interchange overpass.

7 That is the major bottleneck that
8 is in the Route 110 area, the single-most
9 significant bottleneck in the area, and to
10 base the Generic Invironmental Impact Statement
11 on something that not only isn't planned, but
12 reasonably speaking, can't be expected to
13 occur until the twenty-first century at the
14 earliest, I think is a serious mistake, and
15 that that alone renders what is called the
16 Preferred Plan no plan at all.

17 That, in conjunction with the
18 disposal of sanitary waste, I think creates
19 some serious problems in the implementation or
20 the acceptance of this as a basis for a new
21 Comprehensive Plan for Melville.

22 Thank you.

23 SUPERVISOR RETTALIATA: Thank you.

24 Richie, may I see you for just a half
25 a second?

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1 MR. MACHTAY: Yes.

2 SUPERVISOR RETTALIATA: The next individual that would like
3 to make a statement is Mrs. Sylvia Landers.

4 MRS. LANDERS: May I make a statement from my seat?

5 SUPERVISOR RETTALIATA: Do you feel comfortable?

6 MRS. LANDERS: I am perfectly comfortable.

7 SUPERVISOR RETTALIATA: Fine.

8 MRS. LANDERS: My name is Sylvia Landers. I speak
9 only for myself because it took me three hours
10 this afternoon just to scan, not read
11 thoroughly, the Draft Environmental Impact
12 Statement.

13 Before I begin, I would like to ask
14 Mr. Kelly to explain what CAC is because although
15 I am familiar with many acronyms and alphabet
16 soups, I didn't quite understand CAC.

17 SUPERVISOR RETTALIATA: Citizens Advisory Committee.

18 MRS. LANDERS: Thank you.

19 As I said, I took very brief notes
20 and each speaker will, perhaps, latch onto
21 something which is a key to their interest.

22 Now, I would like to point out that
23 Mr. Roussillon made a statement about HUCA
24 speaking about state roads. As Transportation
25 Committee Chairman, and I speak now only as an

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1 individual, not in the capacity of the
2 Transportation Committee Chairman of HUCA,
3 I don't recall any comments that the
4 organization made regarding the state roads
5 except to ask for sound barriers.

6 Now, to get into the report, itself,
7 my comments are generic because I couldn't
8 go into the specifics. I did pick up that
9 in 1965, we had a combined office and industrial
10 space of 1.765 million square feet and in June
11 1986, this had increased to twelve million
12 and three hundred seventy thousand square feet,
13 and the Preferred Plan called for seventeen
14 million square feet of nonresidential
15 development in an area of three thousand acres.

16 They weren't more specific as to
17 where the acreage was or what the definition
18 was. That means that there are still four
19 million six hundred thirty thousand square
20 feet to be built, and I think this is a bit much, as
21 the old saying would go.

22 If you recall, there was a period
23 in Huntington when not only was office space
24 available, but there were derelict frames on
25 110 that could not be completed, and I ask

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1 this Board to bear in mind that there are
2 cycles of development and lack of development.

3 Take into consideration in the
4 planning all these factors.

5 Now, the consultants said noise
6 impacts are not expected to be significant,
7 and there would be no significant adverse
8 impact on air quality expected to result from
9 the Preferred Plan.

10 I'd like to point out that the noise
11 impact now is very significant. It's well
12 above the sixty-seven decibels that the
13 Federal Highway Administration uses as a
14 guideline.

15 I received a call today from a
16 gentleman on Wildwood Road, which is on the
17 south side -- is either road or drive, I am
18 not sure -- which is on the south side of the
19 Expressway, east of Chestnut Hill School. The
20 back of his house extends to the proposed
21 service road area for a depth of one hundred
22 feet, and he says the noise is so horrendous
23 he cannot be outside during the summer months,
24 and during the winter months, since he is
25 a legally blind senior citizen, he doesn't go

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1 out very much either. So, we are restricting
2 many people to the confines of their homes,
3 and this imprisonment.

4 Now, the expected residential
5 development is eight to ten thousand people,
6 and sixteen thousand new jobs through office
7 and light industrial development, and they
8 point out the existing housing shortage may
9 worsen. It can't worsen any more. It already
10 is worse.

11 We have had various citizen advisory
12 groups discussing these matters, the housing
13 shortage, the type of housing to be implemented,
14 where it should be implemented, what is the
15 effect. Now, sixteen thousand people going
16 into homes will add materially to the road
17 noise. We now have, in a twenty-four hour
18 period, according to the Department of
19 Transportation Study, New York State Department
20 of Transportation Study, we have, about
21 seventy-five percent of the time, on the
22 north proposed service road, more than -- let
23 me rephrase this -- we have more than seventy-
24 five percent of the examined time is above the
25 federal guideline levels; in many cases, by five

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1 decibels or more. In addition, there will be
2 an increased demand on community services,
3 schools, fire, police, library, hospitals,
4 recreational facilities.

5 Now, if these people don't cover
6 the taxes that the need for these services will
7 generate, you will have another revolution in
8 Huntington.

9 He pointed out that the farmland
10 areas will be eliminated to provide residential
11 areas, and also possible elimination of
12 historic structures on land proposed for office,
13 industrial land use. I think Rufus Langhans
14 will have a fit when he hears about the
15 destruction of the historic sites, and I don't
16 know what the Town policy is with regard to the
17 farmland sites that the consultants quoted.

18 Now, they also mentioned something
19 that I wasn't aware of. There are three
20 hazardous waste sites in the vicinity. There
21 is a fifty-two acre 110 Sand Company, clean
22 disposal site, and that's on 110, twenty-seven
23 acres I think. I didn't write that down.

24 There is the I.W. Industries,
25 35 Melville Park Road, and then the Town of

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1 Oyster Bay has the Old Bethpage Landfill,
2 where a proposed Resource Recovery Facility
3 is planned.

4 Now, the areas within the LIE right
5 of way is similarly landscaped, they say, as
6 other areas. I don't know what they mean by
7 similarly because whenever I go by there,
8 it has been plowed through. DOT claims they
9 don't do it.

10 I have never called the Northville
11 Industries to find out if they plow through
12 the area, but if that's the area that we are
13 to expect, I feel very sorry for us, the
14 residents of the Town of Huntington.

15 Now, I know that you are aware of
16 what the decibel scale is, but since they have
17 mentioned it, let me repeat it.

18 The decibel scale is logarithmic
19 and is designed such that a tenfold increase
20 in sound pressure results in an increase of
21 twenty decibels, and the doubling of the noise
22 source resulting in an increase of three
23 decibels.

24 A change in noise level must be at
25 least three decibels in order to be considered

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1 noticeable. Now, this is a subjective thing.
2 Noticeable to whom? DOT doesn't find it
3 noticeable. Will people in the Melville/110
4 corridor find it noticeable?

5 I know we, along the LIE right of
6 way, find the increase very noticeable, and
7 you have to consider this when you think about
8 increase in noise levels.

9 Now, they also mention different
10 statistics regarding jet flyover, and they
11 point out the decibel level is from one hundred
12 to one hundred ten. This is if a jet is going
13 at three hundred miles per hour -- three
14 hundred meters. That was another generic
15 thing that I didn't pick up on. The gas
16 lawnmower at one meter ranges from ninety to
17 a hundred decibels, and I don't know whether
18 they refer to the ordinary mower or the new
19 type of mower that the landscapers now use,
20 which sounds like airplanes running on the
21 ground.

22 Diesel trucks at fifteen meters
23 range from eighty to ninety decibels.

24 Their source is the Highway Noise
25 Fundamentals, New York State Highway

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1 Administration, September 1980.

2 They pointed out at Pinelawn Road,
3 on the north service road, the midway noise
4 levels six feet from the road is seventy-five
5 decibels, and that's throughout the day, and
6 fifty feet away, it decreases to seventy-one
7 decibels.

8 This is still four decibels over the
9 sixty-seven advocated by the Federal Highway
10 Administration as a guideline, and it is
11 unconscionable.

12 We have, in addition, the 110/Omni
13 Hotel. They mentioned that it was either
14 three hundred sixty rooms or three hundred
15 seventy-two rooms; the Royce Carlin, three
16 hundred eight rooms; Republic Airport wants to
17 build a seven-story hotel. We have a hotel
18 going up in Commack.

19 We are going to have cars running
20 all over the place. Whether they will go in the
21 110 corridor or not, they will be in the
22 Huntington area, and it is something to be
23 considered.

24 Now, the consultant also spoke of
25 reconstruction of the Long Island Expressway,

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1 north and south service roads, to three lanes
2 between Walt Whitman Road and Pinelawn Road.

3 I have had many arguments with Sid about the
4 number of lanes we are going to have on the
5 Expressway now, and I don't have to add them
6 up for you, but you know it is going to be
7 a tremendous amount of roads that's going to
8 bisect our Town.

9 Now, they spoke also about a Melville
10 Transportation Management Association. There
11 is already on Long Island a ride and share
12 group called the Long Island Ride and Share,
13 I think, and they have been repeatedly
14 requesting funding from New York State
15 Department of Transportation.

16 I think rather than beginning a new
17 organization, if we could contact these people
18 and utilize their services because they seem
19 to be improving over the years, we might do
20 better by taking more cars off the road and
21 working with them in that manner.

22 Now, they recommended noise
23 attenuation structures composed of earthen
24 berms, walls and dense foliage, which should be
25 implemented, and I said these should be

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1 implemented immediately, if not sooner. No
2 one, nowhere has said anything about noise
3 barriers being constructed before 1997. The
4 date was originally supposed to be with
5 construction of the service roads, and then it
6 would move to the year 2013. It has been
7 moved back to the year 1997.

8 The question is are there funds?
9 What are the funds used for; who has access to
10 the funds?

11 Every newspaper article has a
12 different biased opinion. I think these are
13 things that the Town should find out before
14 considering implementation of any expansion in
15 any way in Huntington.

16 It's really a difficult thing to be
17 in the position that the local government is in.
18 You have to coordinate with county government,
19 state government, federal government. You have
20 to listen to the civic associations, the
21 tax groups who produce a lot of the financing
22 for the legislators who run for office, and
23 they seem to think they are running the Town,
24 and all this has to be taken into
25 consideration, and you have your jobs cut out

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1 for you.

2 Thank you.

3 SUPERVISOR RETTALIATA: That's the challenge of the job.

4 MRS. LANDERS: I know that. I know you're up to
5 that challenge. I hope you continue.

6 SUPERVISOR RETTALIATA: Thank you for sharing your comments
7 with us this evening.

8 For the purpose of making a statement,
9 Mr. Jack Kaufman?

10 MR. KAUFMAN: Madam Supervisor, my name is Jack
11 Kaufman. I am representing Broad Hollow
12 Estates.

13 We have one very narrow aspect of
14 the DGEIS I would like to refer to. As I am
15 sure you know, Broad Hollow owns about three
16 hundred acres of the land west of Walt Whitman
17 Road and north of Spagnoli Road, which has
18 been used for many years as a sand mine, as a
19 clean land fill and so forth. About a hundred
20 acres of that property is zoned residential
21 and two hundred is zoned light industrial.

22 The report suggests that that use
23 that is there now will continue for the
24 foreseeable future and should be allowed to
25 continue to be used as such; and in fact, as I

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1 am sure you know, there is a nonconforming use
2 on the site.

3 The report says, and even though it
4 recommends that the two hundred acres of light
5 industrial be rezoned residential, that it
6 acknowledges there would be no houses built
7 there for the foreseeable future.

8 To us, it is a serious matter to have
9 the land rezoned from industrial to residential,
10 and I just don't think it is necessary to get
11 into that now because everyone recognizes
12 that for the foreseeable future, there will be
13 no other use for that land.

14 When and if the existing use ceases,
15 conditions may have changed. Particularly,
16 this particular report may no longer have any
17 relevance to that particular parcel. I think
18 it would be better not to rezone that land
19 now when there is no need to rezone it. It has
20 no effect on the existing use or the use of
21 that property for the foreseeable future.

22 COUNCILWOMAN TRIOLO: The lease is up in 1999 for the
23 sandpit.

24 SUPERVISOR RETTALIATA: When does your lease expire?

25 MR. KAUFMAN: The lease is up in 1999, yes. The

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1 fact that the lease is up does not mean that
2 the land cannot or will not be continued for
3 that use. It is a nonconforming use and can
4 just be continued as such.

5 There may be a new lease or a new
6 arrangement, but there is no limit on how
7 long that can be used for that purpose.

8 SUPERVISOR RETTALIATA: Are there any other questions?

9 Thank you.

10 MR. KAUFMAN: Thank you.

11 SUPERVISOR RETTALIATA: For the purpose of a comment,

12 Mr. Richard Bornstein?

13 MR. BORNSTEIN: My name is Richard Bornstein. I am
14 President of the Huntington Township Chamber
15 of Commerce.

16 The Town Board has received earlier,
17 late this afternoon, a copy of our statement.
18 If you would like, I can read it into the
19 record. If not, I can leave a copy with the
20 Town Clerk to save you a little time, whichever
21 you prefer.

22 It is a relatively short statement.

23 If you want, I will read it.

24 SUPERVISOR RETTALIATA: Read it.

25 MR. BORNSTEIN: We extend our appreciation to

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1 Richard Machtay, Environmental Planner,
2 Town Department of Environmental Control, for
3 meeting with our Planning and Zoning Committee
4 and facilitating our review of the Draft
5 Generic Environmental Impact Statement for the
6 Melville-Route 110 area, as prepared by
7 Lockwood, Kessler & Bartlett.

8 SUPERVISOR RETTALIATA: If you could just keep your comments
9 to a minimum, we would appreciate it.

10 We have no microphones tonight.

11 MR. BORNSTEIN: My mother said you can always hear
12 me.

13 SUPERVISOR RETTALIATA: I am not your mother.

14 MR. BORNSTEIN: I will repeat the first sentence --
15 for meeting with our Planning and Zoning
16 Committee and facilitating our review of the
17 Draft Generic Environmental Impact Statement
18 for the Melville-Route 110 area, as prepared
19 by Lockwood, Kessler & Bartlett.

20 We believe that the proposal to
21 shift development from office to industrial
22 and housing are seriously flawed. The shift
23 to industrial development would be completely
24 contrary to trends in the United States,
25 Long Island and Melville. All are moving in

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1 the direction of a service economy. Even if
2 the trends were in the opposite direction,
3 industrial development would be extraordinarily
4 difficult without an operational Sewer District
5 with an ocean outfall.

6 Article 7 of the County Sanitary
7 Code sharply curtails industrial development.
8 Development of housing is not practical
9 economically without increased density, and
10 development at such density might pose problem
11 for our groundwater supply and also require a
12 Sewer District.

13 Since much of the planning outlined
14 in the DGEIS is based on the use of the
15 FAR, it is necessary to have a full
16 understanding of how the existing FAR was
17 created. The DGEIS presents the FAR, as
18 currently existing in Melville, at thirty-five
19 percent. It does not appear to reflect
20 properly current development. Does it include
21 industrial as well as office space? If so,
22 does it contemplate the full utilization of
23 the industrial property where expansion is
24 possible?

25 Although reduction from thirty-five

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1 percent to thirty percent does not seem
2 significant, we believe the actual office
3 FAR's are higher, and consequently, the
4 impact would be significantly greater.

5 Thank you very much.

6 SUPERVISOR RETTALIATA: Thank you.

7 For the purpose of making a comment,

8 Mr. Donald Hohn?

9 MR. HOHN:

10 Good evening. My name is Donald
11 Hohn. I am representing myself and the
12 Melhollow Civic Association. I would like
13 to make come brief comments.

14 The Melhollow Civic Association,
15 as a group or as a body, will be preparing
16 a written statement, and you should be
17 receiving that shortly.

18 The first comment I would like to
19 make, Paul Roussillon touched on it briefly,
20 that four months to review a document of
21 this size and this importance, we don't feel
22 is sufficient. I received three copies of
23 this from the Town. I made two more
24 photostatic copies of this document. I have
25 passed it around to the residents in my
development. Five copies just don't go that

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1 far. People take a week, two weeks to read it.
2 Four months, I feel, is not adequate time to
3 review this document, especially when some
4 statements that the Supervisor made about
5 she felt that a public hearing would be held
6 in the fall on this document.

7 July 7th, to me, is not the fall.
8 As Mr. Roussillon said, that July 4th week
9 is traditionally a very heavy summer vacation
10 week, and a lot of people are out of Town and
11 just cannot be here. I, myself, am on vacation.
12 I had to change my plans to be here. I had to
13 cut my vacation short. I think it is very
14 inconsiderate of you to hold a public hearing
15 on a document like this, that's so important
16 to not only Melville, but the entire Town, on
17 a vacation week.

18 My general statement on the document
19 is that the two hundred some odd thousand
20 dollars that we paid for this document, I think
21 we got taken. This document is basically a
22 lot of fact collecting. There is nothing
23 new in this document. Some of the reports
24 go back as far as 1985, some go back even
25 further than that. This is 1988. I don't

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1 expect a report that is January '88, but we
2 should at least have reports that are some
3 time during 1987.

4 It takes air quality studies,
5 air quality studies in Eisenhower Park -- I
6 understand Eisenhower Park is the regional
7 monitoring location, the entire region, but
8 we are dealing with Melville. Where are the
9 air quality studies for Melville? There have
10 been no tests taken. What is the air quality
11 at Route 110 and the Long Island Expressway?
12 No one knows; it is not in here.

13 I find the Preferred Plan with the
14 residential development very hard to swallow.
15 The consultants just simply took a paint brush
16 and painted everything the same. The only
17 lands that they left one acre residential were
18 state-owned lands. Very interesting. There
19 is only two exceptions, one because of steep
20 slopes and one I think is a four-acre parcel.
21 Everything else is high density.

22 Why high density? The addition of
23 thirty-one hundred homes in the Melville area
24 -- the community can't handle that type of
25 homes. The School District, at the moment, is

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1 declining as a whole, but the elementary
2 school of Sunquam, which would handle all of
3 Melville, is packed to the gills now. They
4 cannot handle more elementary school students.
5 That means either the School District has to
6 build another school, or redistrict and bus
7 some of their children.

8 The residential land, vacant land
9 is one acre. Why does it have to be changed?
10 I realize that there is a need for affordable
11 housing on Long Island and in Huntington,
12 but by making it all -- by making Melville all
13 high density, you are creating another ghetto.
14 You are inviting low and medium density to
15 pour into Melville, and we will just have
16 another ghetto. I don't understand his
17 reasoning there.

18 Something else with the residential
19 is the pollution to the ground, as I think
20 some other people have said. The three main
21 polluting factors to the ground are cesspools,
22 salt and fertilizers. You increase your
23 density, you increase your waste. There is
24 no Sewer District in Melville; there may never
25 be a Sewer District in Melville. If you

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1 increase your density to what this document
2 is recommending, we are going to pollute our
3 groundwater, and we will never be able to
4 regain it.

5 As I said before, we are in the
6 process of preparing a written statement. I
7 do feel that four months is inadequate time
8 to review this document.

9 Also, there has been no official
10 Citizens Advisory Committee to review this
11 document. Even the Citizens Advisory Committee
12 on the updating of the Comprehensive Plan
13 has not looked at this.

14 We may start to look at it July 19th.
15 Some of the members haven't even turned the
16 first page of this. So, I beg you, please
17 give us more time. Hold another public
18 hearing on this document in the fall when
19 people are available and people have the time
20 to sit down and read this at their leisure.

21 Thank you.

22 SUPERVISOR RETTALIATA: Thank you, Mr. Hohn.

23 COUNCILMAN REBOLINI: I have a couple of questions.

24 Did your Citizens Advisory Committee
25 get an opportunity to review the comments made

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1 on the Melville DGEIS from Abeles Schwartz?
2 MR. HOHN: Last Wednesday was the first time
3 we discussed that.

4 COUNCILMAN REBOLINI: Have you had a full opportunity
5 to go through that?

6 MR. HOHN: One meeting.

7 COUNCILMAN REBOLINI: I guess you would like some time
8 to go through that, also?

9 MR. HOHN: Yes. There again, that report was
10 handed to us, we read it but, as I said, a
11 lot of the members of the Citizens Advisory
12 Committee for the Comprehensive Plan, they
13 haven't read this document. How can you
14 analyze a report by Abeles Schwartz when you
15 didn't read this?

16 COUNCILMAN REBOLINI: How much would you like, and have
17 you spoken with any of the members of the
18 Citizens Advisory Committee?

19 MR. HOHN: Personally, I haven't spoken with
20 members of the Citizens Advisory Committee,
21 but I can judge by past experience with the
22 Resource Recovery Facility, it took us months
23 and months and months to review documents
24 like this. You have to go through this page
25 by page.

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1 I went through it, and I have tons
2 of notes here of inconsistencies -- little
3 things; little things like Melville-Dix Hills
4 School District. There is no Melville-Dix
5 Hills School District. What are they
6 referring to here? Little things like that
7 should be straightened out.

8 Tax abatement, he goes briefly,
9 one paragraph, two paragraphs -- tax abatement,
10 that should be looked at.

11 COUNCILMAN REBOLINI: Do you currently have a meeting
12 scheduled for the Citizens Advisory Committee
13 to further discuss that?

14 MR. HOHN: Our next meeting is July 19th. I
15 don't know who sets the agenda, but we hope
16 to start discussing this.

17 COUNCILMAN REBOLINI: Okay.

18 COUNCILWOMAN TRIOLO: I think Mr. Machtay said, you realize
19 we were obliged to have this meeting because of
20 a certain time frame of accepting the DGEIS.
21 Is that what you said before, Rich?

22 MR. MACHTAY: No. I said we accepted the Draft
23 Generic Impact Statement for the purpose of
24 being complete for the purpose of public
25 comment and public input. SEQRA allows for a

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1 ten day commenting period in writing beyond
2 the close of the public hearing. If the public
3 hearing doesn't close, whenever it does close,
4 some time in the future, the ten days start
5 to run.

6 COUNCILWOMAN TRIOLO: So, it is not overnight is what you
7 are saying?

8 MR. MACHTAY: The ten days will start to run if
9 you close the hearing tonight.

10 COUNCILWOMAN TRIOLO: We had this hearing on this date
11 based on the fact that we had to accept the
12 document to receive the comments.

13 MR. HOHN: Why are you in such a hurry to
14 accept it? That's what I am saying.

15 COUNCILWOMAN TRIOLO: We are trying to put it together.
16 We are trying to put the whole thing together,
17 as you know, to form a Master Plan, to update
18 the Master Plan.

19 We are trying to look at each piece
20 at a time, and this is one of the pieces of the
21 puzzle.

22 MR. HOHN: I realize this, but when this was
23 started, over a year ago, you had a moratorium
24 in effect. You went like crazy to get this
25 document together before the end of the

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1 moratorium. You blew the moratorium.

2 COUNCILWOMAN TRIOLO: No, we didn't.

3 MR. HOHN: What I am saying now, your moratorium

4 is over. What's the hurry? What's the

5 difference between six months or four months?

6 Why the hurry?

7 Give us ample time to review this.

8 This is an important document.

9 COUNCILWOMAN TRIOLO: There are twenty-three applications

10 in Melville. We are worried because these

11 applications have to be processed in due order,

12 and we are trying to get this together so

13 these applications are not processed in the

14 wrong way.

15 MR. HOHN: The problem is now that the Planning

16 Board is taking this document, which is an

17 incomplete document --

18 COUNCILWOMAN TRIOLO: [INTERPOSING] And not accepted by

19 the Board.

20 MR. HOHN: And making recommendations and

21 approving site plans.

22 SUPERVISOR RETTALIATA: Mr. Hohn, we can't change what the

23 Planning Board wants to do. That's an

24 autonomous body.

25 MR. HOHN: I understand that, but they are taking

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1 this document, which is not an acceptable
2 document.

3 SUPERVISOR RETTALIATA: But you are making the case as to
4 why we should start to work our way through
5 this process so we can put something --

6 MR. HOHN: [INTERPOSING] Not go through it
7 in haste and find out six months or six years
8 from now you made mistakes.

9 SUPERVISOR RETTALITA You can't be critical of us for
10 trying to move the process. All we are trying
11 to do is to move the process and start the
12 flow.

13 We held a press conference to release
14 this report so that people would begin to
15 understand that this was now public information,
16 that they could have the opportunity to call
17 for a copy so that they could start to go
18 through it, and to come up with comments, and
19 suggestions and recommendations. We are not
20 trying to circumvent the process in any way.

21 What we are attempting to do is
22 bring as many people into the process as we
23 can with as many constructive comments as
24 we can.

25 MR. HOHN:

By holding a meeting on July 4th

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1 week when people are on vacation, you are
2 trying to bring people in?

3 SUPERVISOR RETTALIATA: If I held it two weeks from now,
4 six months from now, or two months from now,
5 someone will walk into that public hearing
6 and say to me, "Why did you hold it this week?
7 It was inconvenient for me."

8 MR. HOHN: Sure, it is inconvenient for one or
9 two people, but July 4th is the birthday of
10 this country. People go on vacation. They
11 celebrate this week, the same as Christmas
12 week.

13 SUPERVISOR RETTALIATA: Let's do our business and let's
14 celebrate what we are going to do as the
15 appropriate thing for the Town of Huntington
16 by putting a blueprint in place for the next
17 twenty-five years so the next generation can
18 have this preserved.

19 MR. HOHN: Let's do it right, and let's not rush
20 it.

21 COUNCILMAN REBOLINI: Does this meeting have to close
22 tonight, Mr. Machtay?

23 SUPERVISOR RETTALIATA: I am not closing it.

24 COUNCILMAN REBOLINI: I have every right to ask a question.
25 Does this meeting have to close this evening,

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1 or can it be recessed to have other people
2 give additional information?

3 MR. MACHTAY: I don't know the legal answer to
4 that question. I think it can remain open.

5 COUNCILMAN SAMMIS: I think the meeting can be recessed.

6 SUPERVISOR RETTALIATA: We discussed it in my office earlier
7 today.

8 COUNCILMAN REBOLINI: You didn't discuss it with me.

9 SUPERVISOR RETTALIATA: I said we discussed it in my office.

10 I am referring to myself and my Chief of
11 Staff. The decision is we will recess this
12 public hearing and not adjourn it for the
13 purpose of allowing more time for comments
14 and input.

15 COUNCILMAN REBOLINI: If the Board desires, though, to hold
16 the meeting open, we can also do that.

17 SUPERVISOR RETTALIATA: That's what you are doing. It is
18 one and the same thing.

19 COUNCILMAN REBOLINI: So, we also then have this hearing
20 again on another date?

21 SUPERVISOR RETTALIATA: If you choose to do so. If there
22 is a reason for it, and I most certainly am
23 assuming that I am going to be receiving
24 individual letters from people with suggestions,
25 and comments and recommendations. I will not

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1 stifle that line of communication in any way,
2 shape or form.

3 COUNCILMAN REBOLINI: There is a difference between a
4 public hearing, where we can have more people
5 come here when they are available than by
6 just having letters sent in.

7 MR. HOHN: Any more questions?

8 SUPERVISOR RETTALIATA: I would like to discuss high density
9 with you for a few minutes, because you seemed
10 to dwell on that during your comments that were
11 made this evening.

12 When you talk about high density,
13 and you are referring to this report, what do
14 you think is the appropriate density for that
15 area?

16 MR. HOHN: Let me ask you this. What is it now?
17 What is vacant land in Melville zoned now?

18 COUNCILWOMAN TRIOLO: One acre farmland.

19 MR. HOHN: Why do you have to change it?

20 COUNCILWOMAN TRIOLO: We haven't made that decision, Donald.

21 SUPERVISOR RETTALIATA: If the report suggests that, you are
22 requesting that change in that report?

23 MR. HOHN: Why does this report recommend the
24 changing of that zoning? At the top of the
25 list is sewerage, and if you increase your

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1 density, you increase your sewerage.

2 SUPERVISOR RETTALIATA: First of all, let's take it from
3 the basis of this is a report received from a
4 consultant. You are receiving the information
5 to review the same time we are receiving the
6 information to review, and together we have to
7 come up with a conclusion as to what is the
8 most appropriate.

9 I asked you the question because I
10 wanted to know what your opinion was. Your
11 opinion is going to be important in what is
12 going to take place.

13 MR. HOHN:

14 It should be left the way it is. I
15 can't see any reason for changing to a higher
16 density. He doesn't explain why his suggestion
17 is for a higher density, with the exception
18 that there is a need for affordable housing.

19 COUNCILWOMAN TRIOLO: I will tell you one of the
20 recommendations to the consultant was to look
21 in the area to see if this was available for
22 more affordable homes, which we need. I gave
23 him that charge.

24 MR. HOHN:

25 I agree we need more affordable
housing.

COUNCILWOMAN TRIOLO: I am not saying all in Melville.

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1 Believe me, I live there, Donald.

2 MR. HOHN: But that's what this is saying by
3 increasing your density.

4 COUNCILWOMAN TRIOLO: I asked them to see if it was
5 possible to have some affordable housing in
6 this Town in Melville.

7 MR. HOHN: But this document is leaning to
8 affordable housing.

9 COUNCILWOMAN TRIOLO: The good thing about Town Boards,
10 we don't have to take anyone's advice. We have
11 five votes here, and we make our own decisions.

12 MR. HOHN: Very good.

13 Any more questions?

14 SUPERVISOR RETTALIATA: Mr. Machtay?

15 MR. MACHTAY: I would like to make one thing clear.
16 We are following SEQRA recommendations. SEQRA
17 -- one of the phrases that has been used -- it
18 is a process for public input. I might venture
19 a guess, Don, if you sat down and read the
20 SEQRA Law, you would find out the only way
21 in SEQRA that the public gets a chance to
22 officially comment to change a document -- I am
23 not talking about getting a document beforehand,
24 and talking to people and saying change this
25 and change that -- but I am talking about

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1 officially having input so that the document
2 can change, is by accepting it as adequate for
3 the purpose of public review.

4 They happen to use the word in SEQRA
5 and you know, complete--completeness tends to
6 give people the idea that something is so, that
7 there is nothing left to do, and yet there is
8 quite a bit more left to do; and the way we
9 get your comments, the way we get the public
10 input, the way we know how to proceed from
11 here is by doing this as opposed to doing it
12 when you come into my office and say, "Well, I
13 don't think it should be that way." It is done
14 publicly.

15 Thank you.

16 SUPERVISOR RETTALIATA: Thank you.

17 That concludes the individuals who
18 wish to make statements during the course of
19 tonight's meeting.

20 What I would like to do is rather
21 than adjourn this meeting, I would like to
22 recess this meeting so that we do have the
23 opportunity to go beyond the ten day SEQRA
24 requirement for additional comments to be made
25 and I encourage you to make those comments, to

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1 prepare those comments and to most certainly
2 say to all of you who are here tonight, my
3 office is available at any time to discuss this
4 plan further with you, and I know that
5 Mr. Machtay will make himself available for
6 further discussions.

7 So, however you choose to bring your
8 opinions forward, you have the opportunity to
9 do so, and this administration, as a whole,
10 welcomes citizen input because it is those
11 opinions that are going to guide us and help
12 us as to the direction of the Master Plan.

13 COUNCILWOMAN TRIOLO: If we can announce at our Town Board
14 Meeting on Wednesday, so in the meantime the
15 attorneys can find out how long we can recess
16 this meeting for -- we don't know at this point
17 because we do not have our attorneys here --
18 and we can announce it at our meeting on
19 Wednesday.

20 SUPERVISOR RETTALIATA: That's fine.

21 COUNCILMAN SAMMIS: I would like to make a comment about
22 the comments that are being made.

23 You hear a lot of information and
24 comments that are negative to the report. I
25 only heard one comment about what you recommend

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1 we do, and that was the recommendation to
2 do nothing.

3 It would be valuable, I believe, to
4 have your input as to what should be, as well
5 as what's wrong with it; positive, as well as
6 negative.

7 MR. MACHTAY: Constructive.

8 COUNCILMAN SAMMIS: Thank you.

9 Constructive.

10 SUPERVISOR RETTALIATA: This meeting is now recessed. I
11 thank you for your attendance.

12 [WHEREUPON THIS SPECIAL TOWN BOARD MEETING
13 WAS RECESSED AT 9:25 P.M.]

14 oOo

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Modern Shorthand



New York State Department of Environmental Conservation

MEMORANDUM

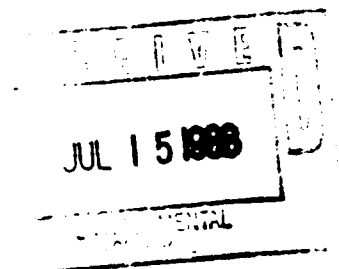
TO: Richard Machtay/Margo Myles, Town Hall, 100 Main St., Huntington, NY 11743
FROM: Katy Murphy, Environmental Analyst, NYSDEC, Bldg. 40, SUNY, Stony Brook, NY 11794
SUBJECT: Draft GEIS of Melville - 110 Study Area

DATE: July 12, 1988

NYSDEC Region I - Division of Water has reviewed the draft GEIS and offers the following comments:

1. The Melville Industrial Sewer District (MISD). This is mentioned at several points throughout the report as though it were already in existence. In fact, no SPDES permit has even been applied for and it is unlikely that SCSD #3 could accept the flows anticipated. The report is also deficient in its evaluation of the impact of such a district on the groundwater quality and quantity.
2. Page 4-4, second paragraph. The statement that no groundwater impact will result if institutional, commercial, and industrial establishments are able to connect to sewers is erroneous and very misleading. It is well documented that other contamination sources will continue to cause groundwater quality degradation even when wastewater is collected. Examples include hazardous materials storage spills and leaks, improper and illegal disposal practices, and pesticide and fertilizer applications. These other sources are, in fact, acknowledged in other areas of this report. They should not be considered minimal or nonsignificant.

Additional comments are expected by other Divisions within the Department and will be forwarded as soon as possible.



TOWN OF HUNTINGTON
CITIZENS ADVISORY COMMITTEE
FOR THE
TOWN MASTER PLAN/1988
Inter-office Memorandum

Date: July 21, 1988

TO: T. RETTALIATA SUPERVISOR, MEMBERS OF THE TOWN BOARD

FROM: A. MCKAY, G. ASHER, S. LEVIN, CAC CHAIRMEN 

RE: MELVILLE DGEIS REVIEW AND PERSONNEL REQUEST

CC:

Please be advised that the Citizens Advisory Committees (CAC) that were formed to review and participate in the preparation of the update to the Town's Comprehensive Plan, are presently in the process of reviewing the Generic Draft Environmental Impact Statement, prepared by LKB for the Melville area. In order to accomplish this task we are scheduling intensive review sessions over the next few weeks. The sessions will include CAC, Planning Board and Task Force members and an analysis with comments on the DGEIS will be forthcoming.

It is expected that with all due diligence on the part of those mentioned above that this task will take at least 60 days from July 19, 1988. It is our understanding that the public hearing held on July 7, 1988 for the purpose of receiving comments on the impact statement was not closed. This was, in all probability, done in order to allow for a longer comment period. If the hearing is closed, it is our understanding that the 45 day period allowed in the SEQR regulations, to prepare the Final Impact Statement begins to run. We feel that our comments should be submitted to the Town Board before that time period begins to run in order that adequate time be allotted for the responses. To that end we are requesting that the public hearing on the Melville Generic Environmental Impact Statement be held open until Sept 30, 1988.

For the purpose of expediting this process we request that a secretary with some stenographic skills be assigned to our meetings. Over the next couple of months we plan to meet at 7 PM, every (other) Monday evening. If arrangements could be made to have such a person at our next meeting on August 1, 1988 at 7:30 PM as well as all subsequent meetings it would be of great assistance to the task before us.

TOWN OF HUNTINGTON
CITIZENS ADVISORY COMMITTEE
FOR THE
TOWN MASTER PLAN/1988
Inter-office Memorandum

Date: July 25, 1988

TO: T. RETTALIATA SUPERVISOR, MEMBERS OF THE TOWN BOARD

FROM: A. MCKAY, G. ASHER, S. LEVIN, CAC CHAIRMEN

RE: MELVILLE DGEIS REVIEW AND PERSONNEL REQUEST

CC: W. BYRNE, MEMBERS OF THE PLANNING BOARD, MEMBERS OF THE
CITIZENS ADVISORY COMMITTEES ON THE MASTER PLAN

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R. Macchery

EDWARD J. LEDOGAR
ATTORNEY AT LAW

630 MONTAUK HIGHWAY, BOX 275, WEST ISLIP, NY 11795-0275
516 - 422 - 3344

JUL 28 1988

EDWARD J. LEDOGAR, SR. (1889-1968)
EDWARD J. LEDOGAR
MICHAEL J. YORKE (1919-1970)

July 27, 1988

C
O
P
Y

Huntington Town Planning Department
100 Main Street
Huntington NY 11743

RE: Draft Generic Environment Impact Statement
Melville - Route 110 Area
Town of Huntington

Dear Sirs:

From previous communications you have been advised that I represent a group of approximately one hundred clients in the Melville area. My clients are vitally interested in the Draft Generic Environment Impact Statement made by Lockwood, Kessler and Bartlett.

I believe you were recently sent a copy of the enclosed letter in which my clients object most strenuously to references of the area of their claim as "used as Pineridge Park for passive recreation".

On behalf of my said clients, a list of the names and addresses of whom has been provided on an annual basis to the Town Assessor's office, we respectfully demand that you keep us advised with respect to all proceedings with respect to this impact study; and we respectfully demand notice of all hearings and an opportunity to be heard in all matters concerning my clients' property.

Yours very truly,

EDWARD J. LEDOGAR

EJL:jab
enc.

cc: Huntington Town Environmental Control Department 2625
G.G.G.G.

COPY

May 19, 1988

**CERTIFIED MAIL
Return Receipt Requested**

**Lockwood, Kessler and Bartlett, Inc.
Consulting Engineers
One Arial Way
Syosset NY 11791**

**RE: DRAFT GENERIC ENVIRONMENT IMPACT STATEMENT
MELVILLE - ROUTE 110 AREA
TOWN OF HUNTINGTON**

Dear Sirs:

May I please direct your attention to a very serious potential claim against you, possibly involving millions of dollars in damages, on account of several serious factual misstatements made in the above draft generic statement.

Moreover, these misstatements seem to have been made despite, and in the face of, direct communications to you from this office, enclosing a considerable amount of detailed data. My letter to you concerning this matter was dated October 10, 1987. A copy, without enclosures, is enclosed for reference. No representative of yours was in touch with me for clarification or further inquiry.

Significantly, it appears to the undersigned that this most serious injury being wreaked by you upon my clients could, and possibly still can, be avoided by the seemingly simple expedience of correction and amendment of your draft report.

Without limiting my clients' rights, I refer specifically to the following provisions of your draft statement:

FIRST:

"2.12.5 Recreational Facilities

Within the boundaries of this study area, there are two Town parks and one rifle-pistol range (Figure 2-27). Melville Park, located off Sweet Hollow Road, is a five-acre site comprised of two ballfields, a picnic area, a playground and restroom facilities. Pineridge Park, located south of the Long Island Expressway, is a 135-acre site with no facilities. It is used for passive recreation. The Melville Rifle-Pistol Range, located on Spagnoli Road, is a 23-acre site equipped to accommodate both large bore and small bore firearms. This range is open to the public and offers a variety of activities, including trap shooting, archery, air rifles, rifle and pistol practice. Restroom facilities are also available. . . ." Emphasis supplied

SECOND:

In Figure 3-1 inserted after page 3-5, you show the disputed 135-acre area as "park and recreation".

THIRD:

In the same Figure 3-1, you show a part of my clients' privately owned and privately-assessed property as a proposed road. (the parcel is 0400-254.00-01-007.000) It is privately owned by and assessed to ESTATE OF JESSIE CRANFORD. It never was a road, and no road is proposed for its area.

The draft report contains other instances of incorrect data which is damaging to my clients, as well.

By my letter to you dated October 10, 1987, you were fully advised (if you did not already know of it) that the 135-acre area referred to in the portions underlined above is the area owned by clients of this office. You have a list of their names and addresses.

You were, by that letter, advised that litigation is in progress with the Town of Huntington concerning their rights.

Lockwood, Kessler and Bartlett, Inc.
May 19, 1988
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The cases, all pending in the Suffolk County, New York Supreme Court are as follow:

O'BRIEN, ET AL. V. HUNTINGTON	#81-15166
WHITSON, et al. v. HUNTINGTON	#82-23703
TERRY, et al. v. HUNTINGTON	#82-23702
CRANFORD, et al. v. HUNTINGTON	#85-12137
TABOR, et al. v. DARRAGH & HUNTINGTON	#85-24026
DEASY, et al. v. BROAD HOLLOW ESTATES & HUNTINGTON	#87-2851

One additional case:

RUSSELL v. DOBBO & HUNTINGTON	#83-11977
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has been settled.

In fact, the case of TERRY v. HUNTINGTON has already gone to the Appellate Division, Second Department which rejected the proposed Class Action, thus necessitating individual actions. (See footnote 1, Schedule A)

When the earliest of these cases were filed, the Town of Huntington had previously shown some physical evidence of attempts to claim physical possession and occupancy of subject properties. Thus damage claims for wrongful taking and wrongful use and occupancy were added to claims for the establishment of title.

More recently, however, the Town of Huntington has relented from attempted acts of physical possession; appearing to treat the matter as one subject to litigation and determination of claims by the Courts. Recently the Town has acceded to the claims of some of my clients by assessing roughly 7 or 8 acres of the original 135 acres and conceding private ownership of those parcels which had originally been included as part of the Town's original claim.

This, we believe, is as it should be, to allow the orderly process of litigation or settlement to sort out these claims.

Your draft report, however, does violence to the existing status by blatantly asserting the area to be in Town owner-

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ship as a named public park facility in use for passive recreation. This is a blatant falsehood. The property is totally vacant and not in use by anyone to the best of our knowledge. If it is being used, any such use is a trespass. Your encouragement of that trespass is an actionable wrong. Your blatant and erroneous assertions are outrageous in the fact of the detailed information given you in 1986 concerning my clients' rights.

I respectfully demand that you advise this office immediately what, if anything, you plan to do to try to rectify this outrageous affront to the rights of my clients.

Please be cautioned that upon your failure to make suitable amends, I shall have no alternative but to consult with my clients concerning legal redress.

Since public rectification of the libelous assertions, at this juncture, coupled with a suitable and commensurate restudy of the zoning and planning impacts to my clients' properties and to the surrounding properties does not appear to be of great magnitude at the present stage of your study it is difficult for this office to see why such rectification would not be undertaken by you at once.

Needless to say, my clients will insist that your corrected study should recommend zoning for my clients' area which is the same as that your Figure 3-1 recommends for the parcel interior to it. Said interior parcel is known as 0400-254-02-023.

Yours very truly,

EDWARD J. LEDOGAR

EJL:jab

Encs.

2625 G.G.G.G.

P.S. We were required to pay \$85. to obtain a copy of the Draft Statement. The only copy made available to us is not even an accurate copy. It does not have the colored pages displayed in the original.

EJL

ccs: Patrick Sweeney, Esq. and
Huntington Town Supervisor, Mrs. Toni Rettaliata

Footnote 1

SCHEDULE A

Let us think my clients' claims are dubious or doubtful, you should be aware of the following:

- 1. The unassessed 135-acre parcel (it started as a reputed 200-acre unassessed parcel) was first "discovered" by the Town of Huntington when the Suffolk County Tax Map was made. In order to cover up its embarrassment at having omitted (true only as to part) the area from its assessment rolls, the Town tried to make a baseless claim of title. Documents in evidence show the parcel was first labeled "unknown owner" after its discovery, and that the Town's own title search shows the property to be private property.**
- 2. Substantial parts of subject area were, in fact, previously assessed by Huntington and real estate taxes were paid on them for many generations. Removal of such parcels from the tax rolls by the assessor was a self-serving blunder. Yet a succession of Assessors have refused to correct the blunder, and to restore these previously-assessed parcels to the tax rolls.**
- 3. The clients represented by this office can show clear chains of title and private ownership of the various parts of the area running from the present time clear back to Thomas Powell's Bethpage purchase from the Indians.**
- 4. The Town's claims have been labeled by many persons knowledgeable in this field, baseless and untenable. The Town itself does not even seem to be asserting them seriously, although to date most of the parcels are still not assessed as private property.**
- 5. My clients can show more than one hundred deeds of record, and numerous Wills, estates, books and other records which document their title. The Town of Huntington claims under the Nichols and Dongan Patents; the same pre-Revolutionary War patents which give them rights in streets, public lands and lands under water. Except possibly for some portions of subject area which were designated as streets under the original allotment, the Town's claims of public ownership or title are baseless.**
- 6. Properties surrounding subject area on all four sides have the same title history as that of subject area; namely, they all have their title origins in the Bethpage Purchase by Thomas Powell and the various allotments of record made thereunder. The Town's claims are illusory.**

EDWARD J. LEDOGAR
ATTORNEY AT LAW
630 MONTAUK HIGHWAY, BOX 275, WEST ISLIP, NY 11795
516 - 422 - 3344

EDWARD J. LEDOGAR, SR. (1889 - 1966)
EDWARD J. LEDOGAR
MICHAEL J. YORKE (1919 - 1970)

October 10, 1986

C
O
P
Y
Lockwood, Kessler & Bartlett
One Arial Way
Syosset NY 11791

ATT: MICHAEL HARKIN, Project Manager

RE: MELVILLE AREA GENERIC ENVIRON-
MENTAL IMPACT STATEMENT, STUDY

Dear Sirs:

Please be advised that I represent a group of approximately 85 clients whose names and addresses appear in the accompanying schedule. My clients believe they are rightful claimants to a large tract of land (100 to 135 acres) in the Melville area of Huntington, known by the tax lot designation Dist. 0400 Section 254 Blocks 01 & 02. The various lots and ownerships are as shown upon the enclosed schedule (Exhibit "A").

Although there is litigation in progress with the Town of Huntington with respect to title, my clients feel they have a right to be heard since we are the rightful owners of a large parcel of land in the area of your study.

The following are the points which we wish to bring to your attention:

A) The zoning of our property which calls essentially for single-family residences on one-acre parcels, is inappropriate in view of the manner in which the surrounding properties have been developed, for the following reasons:

- 1) The premises to the Northwest have recently been improved with a large office building. Valley Nurseries is also owner of a large tract to our Northwest. We understand Valley Nurseries is attempting to gain approval for construction of an office building upon his

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assemblage of property, adjacent to the new office building.

- 2) The premises to the North (Dobro and Circle Material, approximately 50 acres), are, upon information and belief, presently requesting a change of zone to that appropriate for office building construction, and it appears that their request has merit and ought to be granted.
- 3) The owner of the premises to the Northeast (Tillis Farm) is, upon information and belief, presently requesting a change of zoning either to condominium-type dwelling units, commercial buildings, hotel use, or combination of the same, and it would appear that the same is appropriate zoning for that property.
- 4) The premises to the East, with the exception of a small group of one-family homes, have recently been improved with two very large residential condominium developments.
- 5) The premises to the Southeast (Zorinski Map) has recently been improved with large commercial building complexes on plots of five acres or more.
- 6) The premises to the South (Broadhollow Estates) are presently utilized as a dumping ground for building refuse and other wastes. It is a sand pit and is also used for other commercial uses.
- 7) The premises to the Southwest are improved by an AT&T microwave tower.
- 8) The premises to the West are improved by several one-family homes on small plots fronting on Round Swamp Road lying entirely within the bounds of Nassau County.

From all of the foregoing, it would appear that to leave my clients' property an isolated area of one-acre, residential zoning, would not only be poor planning, but would be spot zoning and zoning which is illegal, as well.

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My clients respectfully urge and suggest that their area should be zoned for the types of uses which are similar to those predominating to the surrounding area. These are zoning for large-tract commercial buildings similar to those presently being constructed to the Northwest and Southeast, or zoning for condominium developments such as the "Leaves of Grass" condominium, recently being completed, immediately to the East.

B There has been much talk of a proposed road running southward from the Long Island Expressway Service Road through my clients' property; through the property of the owners to the South, Broadhollow Estates, Inc.; and running thence further South to Spagnoli Road (see various references, various issues, Long Island Business Weekly). My clients would like to offer their concurrence. Such a road would be an appropriate planning improvement for the area. It would go a long way toward alleviation of the congestion on Route 110. It has been in planning stages for a great number of years, and should be built. The owner immediately to our North has already obtained, from the New York State Department of Transportation, permission for road access to the southerly Service Road of the Long Island Expressway. This access permission is an appropriate starting point for a north/south access roadway at this point. (see survey enclosed--Exhibit "B")

C There is an ancient road (Conklin's Path) already publicly-owned, running in an east/west direction from the intersection of Old Country Road and Round Swamp Road through to Drexel Avenue. (It formerly ran through the "Leaves of Grass" condominium area right out to the intersection of Baylis Avenue and Walt Whitman Road. Said road is shown upon the oldest Highway records of Huntington, and can still be seen on modern maps. It is also shown on Nassau County Maps (see Exhibit "C" enclosed). The Road, for the most part, is still physically open as a dirt road, on the ground (see L.K.B Aerial Photo, copy attached--Exhibit "D"). Its widening and improvement would also be an important asset to the alleviation of traffic problems in the Route 110/Melville area.

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D Recently, undeveloped portions of the Melville area were excluded from the Melville Sewer District. We feel that exclusion of a parcel such as ours was inappropriate planning. Our properties should be included in traffic plans, water district plans, sewer plans and any plans relating to future improvements. We are entitled and wish to be considered in any part of Melville planning.

My clients respectfully suggest that our proximity to the Long Island Expressway and other arteries such as Round Swamp Road and Old Country Road, makes our property highly desirable to Melville in terms of traffic access and it is relatively low in terms of prospective impact upon streets, such as the already overburdened Route 110.

Please accept our thanks for your including the foregoing considerations in your work study.

If there are any questions concerning any of these matters, or if I may be of further assistance to you, please do not hesitate to be in touch with me.

Yours very truly,

EDWARD J. LEDOGAR

EJL:jab
Encs.
2625 GGGG.

Richard Machtay

JOINT MEETING OF ENVIRONMENTAL AND TRAFFIC, LAND USE, HOUSING AND
OPEN SPACE, AND ECONOMIC DEVELOPMENT CITIZEN'S ADVISORY COMMITTEES
FOR THE COMPREHENSIVE PLAN.

August 1, 1988

ATTENDING: Stanley Levin, Planning Board;
Andrew Cisternino, Planning Board;
Mrs. V. Earing, Planning Board;
Stanley Klein
Carl Brown, Conservation Board, representing
Joyce Squires of the Task Force
Charles Feinbloom
Donald Hohn
Richard Holihan
William Goleeke

GUESTS: Charla Bolton, In-House Task Force
Richard Machtay, In-House Task Force

Secretary - Irene Barrett

AGENDA: Melville GEIS

The meeting was called to order at 7:40 p.m. by Mr. Levin, who served as Chairman.

Mr. Klein was not present at the start of the meeting. He arrived at 8 p.m.

Mr. Machtay stated that, after the meeting last week, Charla Bolton pointed out that this document (The Melville GEIS) is the draft that was received from LKB. They will have to respond to the comments from the committee. Mr. Machtay stated that this document probably would not be changed, but the responses will be the change. Mr. Hohn asked if the changes would be reflected in a separate document. Mr. Machtay stated that he did not know who would prepare the Final statement, but it was likely that he would prepare it. And this will be reflected in a separate document which will be attached to the GEIS. Mr. Machtay stated that the document would be made up of not only the Committee's comments, but comments from developers, the school district, and the people from the sand mine, etc. He stated that this second document might be as voluminous as the first, or might be just a few pages. Mr. Holihan asked if the responses would be incorporated with the draft and Mr. Machtay replied that they would.

Mr. Cisternino stated that a tremendous amount of work and research went into the DEIS, it might be 100% accurate today but it might not be 100% accurate tomorrow.

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Mr. Cisternino stated that he reviewed the GEIS for the second time and he still thinks it is an excellent summary. He stated that he accepted their statements but he noted that, on page 226, they stated that the property tax rate for \$100.00 of assessed value was \$52.00, he thought this was a mistake and they meant \$1000.00. Mr. Machtay stated that it was \$52.00 per hundred. Ms. Bolton stated that the per hundred was the assessed valuation, not the market rate valuation.

Mr. Holihan asked if the Board had gotten the extension of time they requested. Mr. Machtay stated that he did not know but they did have a secretary present. He sent the memo asking for the extension of time and handed out copies at the Planning Board meeting. Mr. Levin stated that the secretary was contacted by Mr. Byrne or Mr. Tilden. Ms. Bolton stated that it would be a good idea for someone to follow up on this request. Mr. Levin stated that he would speak to Mr. Byrne on Wednesday and Mr. Byrne is usually in contact with Lori Nolan. Mr. Machtay stated that it sometimes takes 2-3 days to return his calls. Mr. Cisternino asked if other people prepared the memo and Mr. Machtay replied that he wrote it on behalf of Messrs. Asher, Levin and McKay and they gave him permission to sign the memo requesting a 60 day extension. Mr. Cisternino stated that the requested date was approximately September 30th. Mr. Machtay stated that he felt awkward since he was not a member of any CAC or of the Planning Board and he felt he was chairing this meeting. Mr. Levin stated that he would act as Chairman.

Mr. Levin stated that Mr. Hohn lives in the area and Mr. Feinbloom works in the area. Mr. Feinbloom stated that he was concerned about the traffic in the area, mainly at the peak hour, between 4:30 p.m. and 5:30 p.m. He stated that he did not have a problem in the morning. Mrs. Earing asked him what time he drove the route in the morning and he replied 9 a.m. Mrs. Earing stated that Mr. Byrne told her it is "wild" in the mornings. Mr. Hohn stated that the traffic started to build up about 7:45 a.m.. He stated that he leaves his house at 7:30 a.m. to be in Farmingdale at 7:45 a.m. If he leaves at 7:45 a.m., he does not arrive until 8:30 a.m. and it is the same thing coming home. Mr. Levin stated that anyone in that area who uses the LIE to get to work has to be on the road by 7:30 a.m. Mr. Hohn stated that, if starting time is 8 a.m., people are on the road at 7:45 a.m. Mr. Feinbloom stated that it was a serious problem between the hour of 4:30 p.m. and 5:30 p.m., going north on Route 110; until you pass Northern State, you creep along at about 2 mph. Mrs. Brown stated that traffic was also a problem at lunch time when everyone goes shopping at the mall and there is no place to eat in the area so they all go north to eat. Mr. Machtay stated that Mrs. Brown was sitting in for Joyce Squires at this meeting.

Mr. Hohn stated that there was no question that traffic was the main issue; morning, noontime and night between 4-6. Right now, he

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stated that noon time is the worst. The morning you get southbound traffic and in the evening, you get northbound traffic, but at lunchtime, traffic is heavy in both directions. Mr. Levin asked Mr. Hohn about the GEIS findings, vis a vis traffic. Mr. Hohn replied that they recognize it, but what will be done? Mr. Machtay asked if they accurately assess the situation. Mr. Hohn replied that he thinks they have a pretty good understanding of the situation, but he thinks there are a lot of things missing. He stated that they included the intersection of Walt Whitman Road and Old Country Road in the intersection of Old Country Road and Route 110. Mr. Machtay stated that Mr. Mazzola is aware of this. Mr. Hohn stated that information regarding the intersection should be made clearer. Mr. Hohn stated that this intersection was 50' away from Route 110 and there is nothing in the document to indicate that this intersection exists. Mr. Cisternino stated that the document talks about a redesign of the intersection at Northern State, which includes Route 110, and Old Walt Whitman Road.

Page 2-26, table 2-3, key intersection - Mr. Hohn stated that there should be some indication as to how the the intersection of Old Country Road and Walt Whitman Road is addressed, so that someone reading this understands and is able to find the figures. Mr. Levin asked who knows when the State is going to get back to work in the area. Mr. Machtay stated that they are not trying to deal with changes, but they were trying to find whether the assessment was correct, or if errors were made in their data collecting, or if items were not addressed properly. Mr. Machtay stated that a lot of the recommendations for road changes in the area probably will not happen. Mr. Levin stated that this data still had to be addressed. Mr. Holihan asked why the discussion should be on the Preferred Plan. Mr. Machtay stated that they would have to see if the data is accurate. The Preferred Plan is based solely on the evaluation of the traffic. Abeles Schwartz has come in with slightly different recommendations, based on some other assumptions. He stated that Planning is no more a science than social science; it is not a science, but an art and a lot of it is based on assumptions and what probably will happen. Mr. Machtay stated that Mr. Hohn had stated that the accuracy of the document is extremely important.

Mr. Hohn stated that, if you read the document and something is incorrect or missing, when the Preferred Plan is drawn up, it would be based on incorrect, or incomplete, information. The Committee agreed to review the document page by page. Mr. Holihan stated that #10 on key intersections includes Walt Whitman but does not give "turning movements". Mr. Hohn stated that the document did not give facts; they could just be taking people turning from Route 110 to Old Country Road. He stated that it should be noted that #10 (Route 110 and Old Country Road) includes Walt Whitman Road, or does not include Walt Whitman Road.

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Mr. Hohn stated that he had no comments on the first chapter, but he did have the following comments:

2-28 - The whole Page. They are analyzing the time it takes to get from Route 110 to Ruland Road. Toward the bottom, regarding Additional Peak Analysis, it gives 3 routes, Route 110, Pinelawn Road to Ruland Road and Walt Whitman Road. On Table 2-5-B they are taking a route starting at Old Country Road and Route 110. They are talking about a trip from Old Country Road and Route 110 to Baylis Road and 5-B says they are traveling Route 2 (Walt Whitman Road) and analyzing the intersections; the intersection of Walt Whitman Road and Old Country Road and Walt Whitman Road and Walt Whitman Road. He stated that this does not make sense.

Mr. Cisternino stated that, regarding figure 2-10, Sweet Hollow, the circle covers the whole area.

2-5-C - Mr. Hohn stated that they are taking a route down Pinelawn Road, analyzing the intersection of Pinelawn Road and Old Country Road, and Pinelawn Road and Pinelawn Road. He stated that they have figures for these intersections which do not exist. Ms. Brown stated that 5-B should be Pinelawn Road. Mr. Hohn stated that, traveling south on Walt Whitman Road, the first intersection is Walt Whitman Road; the next intersection is Sweet Hollow Road. He asked where Walt Whitman road and Walt Whitman Road is. Mr. Cisternino stated that if you start at Old Country Road, and go south to Walt Whitman and Sweet Hollow Road, there is nothing inconsistent about that. Mr. Hohn stated that, traveling on Walt Whitman Road from Route 110, the first intersection you hit is Old Country Road, further south, you pass the post office and pass Sweet Hollow or Pinelawn Road. Mr. Levin stated that the Committee should just note this and ask for clarification.

Table 2-6, Accident Data - 1983/84/85. - Mr. Hohn stated that they should have data from 1986 and possibly 1987 at this time. Mr. Hohn stated that one intersection is Route 110 and Old Country Road, then Route 110 and Northern State Parkway, east bound ramps, above that Route 110 and Pinelawn Road, then Old Country Road, two intersections between Pinelawn and Old Country Roads and side streets. Mr. Holihan asked if all of these intersections were controlled and Mr. Hohn replied that they were not. Pinelawn is, Old Country Road is, but the two in between (Schneider and Arlington) are not. Mr. Hohn stated that the reason he was pointing this out is that there are a lot of accidents on these two intersections and there have been fatalities. He stated that these two streets were being ignored, but would have to be taken into consideration to get a true picture of what is happening between Pinelawn Road and Old Country Road. Mr. Machtay asked if the study only dealt with the signalized intersections and Mr. Hohn replied that they seemed to. Mr. Machtay asked about coming out of the residential community onto Old Country and Mr. Hohn replied that they were not analyzing Old

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Country, but straight down Route 110. Mr. Klein asked if they kept statistics for other roads and Mr. Hohn replied that they did, or the New York City Department of Transportation would have them. Mr. Machtay stated that the New York State DOT and the New York State Motor Vehicle Bureau would very often give different figures for the same year.

page 2-33 - Air Quality, discussed two weeks ago.

page 2-34, 3rd paragraph, the most recent date was 1985 and Mr. Hohn noted that there were no air quality tests for CO in the study area. These figures are based on Eisenhower Park. He asked for more recent figures taken in the study area. Mr. Levin asked when the study was started and Mr. Hohn replied March of 1987. Mr. Machtay stated that it was first submitted in December 1987. Mr. Cisternino stated that the report notes that the most recent calendar year data is from New York City Department of Environmental Conservation 1985. They did not have 1986 or 1987 at that time, but Mr. Hohn stated that they may now have 1986.

Page 2-46 - Solid Waste, they give pounds per day, etc., using industry standards from 1972 and 1975. Mr. Levin asked if more recent industry standards had been established and Mr. Hohn replied that there had to be. Mr. Hohn noted that the report read "one pound per day per 100 sq. ft. of office space." Mr. Cisternino asked if it still wouldn't be one pound. Ms. Bolton replied that it could be alot more. Mr. Machtay stated that the D&B study was done in 1984 and they analyzed the Town's waste to see what kind of waste it was and how much per person, etc. He stated that it might not be clear that the data is from the D&B report. Ms. Bolton stated that they were using two different kinds of statistics. Mr. Machtay stated that this should be clarified as to where the data came from and whether they can get more updated data. Mr. Hohn stated that D&B quoted 6.6 pounds per capita per day. Ms. Bolton stated that D&B did not do the statistics that the other people did. But they are using a different kind of measurement. Mr. Hohn stated that, if they are basing their solid waste on the Preferred Plan on one pound per day per sq. ft. of office space, "we are in trouble". Mr. Machtay stated that he strongly suspected that the number is not off by very much. Ms. Bolton stated that she throws away a a lot more than a pound but her office is 10' x 15' (150 sq. ft.) and he did not think that she throws away 150 pounds a day. He thought that one pound a day is pretty accurate. Mr. Machtay stated that, regarding solid waste, he has booklets and data from the State and Federal governments dating back 10-15 years and brand new books and data and the percentages are the same, but there are more people and more office space. Mr. Cisternino agreed and he stated that whether you used 1972 or 1992, measurements were valid but there is more because of the increase in certain factors in the equation. Mr. Holihan stated that it would not be too big a job for LKB to do a fast survey of the private

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carters in the area. Mr. Machtay stated that he did not think the carters would be willing to cooperate, but it was a possibility. Mr. Feinbloom stated that he could try to get this information for the Committee. Mr. Machtay stated that the carters pay for the waste by the ton. Mr. Hohn stated that D&B had figures on this.

Mr. Levin asked when the Committee would like to meet again and how long they estimated the meetings would be. Mr. Cisternino stated that maybe the Committee could review the entire document tonight. Mr. Machtay stated that the extension date he requested was September 30th.

Page 2-54 - Mr. Machtay stated that they got a letter from the attorney for various principals in the Indian law suit for Pineridge. It was a very "heated" letter as to what they thought of LKB's designation of those lands in this document and they asked for immediate retraction of any statements even supposing that the lands belonged to the Town of Huntington and they also indicated that they thought this document caused his approximate 100 clients greivous damage. The lawyer made allusions as to what he might be forced to do. Mr. Hohn stated that they are assuming this is Town owned land and it is not. Mr. Machtay stated that the attorney indicated that he corresponded with LKB before the document was released. Mr. Levin asked how long this litigation had been going on and Mr. Machtay replied that he was with the Town for 10 years and when he began work with the Town he was told the litigation was settled. Mr. Levin asked the status and Mr. Machtay replied that it was in appeals. He stated that it consists of 141 separate law suits and the Court of Appeals would not hear the class action appeal so separate actions were brought.

Mr. Hohn stated that, regarding 2-54, the Floor area ratio starts at .35 and goes up to .120. He would like to see figures below .35. He stated that, at a press conference, they stated that the FAR would be .30 or less. Mr. Cisternino stated that they are recommending .30 for office and industrial and .15 for new office for areas designated for industrial development. He stated that they are recommending below .35. Mr. Hohn stated that all the tables show .35 and up. Mr. Machtay stated that this is based on existing trends. This is the average for the area for office and .27 for industrial. Mr. Machtay stated that, given the existing trend, they would end up with 78.1 million sq. ft. if they allowed things to go "manifest destiny". Mr. Machtay stated that, if a building is .35 on 6 acres, most probably it doesn't have the maximum coverage allowable in the code, or that could be achieved with underground parking and parking on the roof, etc. He stated that 11 million sq. ft. is unlivable and 78 milion sq. ft. would be far in excess. He stated that, the study reads that if you extend the .35 and don't let it go beyond that, you'll end up with 23 million sq. ft., more than double the existing. Mr. Hohn stated that the average FAR is .27. Mr. Machtay stated

August 1, 1988

CAC MEETING - Cont'd:

that that was for industrial. Mr. Hohn stated that it did not say industrial. Mr. Machtay stated that they should have put after .27, "for industrial uses and .5 for office use". He stated that this was one of his original comments; to have this point clarified. Ms. Bolton stated that this was not clear.

Page 2-63 - Mr. Hohn stated that, regarding a small point about the tax base, they talk about the Melville, Dix Hills School District and he stated there was none. Mr. Klein stated that there used to be but has not been one in years. Mr. Hohn stated that his biggest concern is what the total tax bill for the Town of Huntington is and how much of that comes from Melville; or what are the total taxes raised in the Town of Huntington and what percentage of that comes from Melville. Mr. Machtay stated that they should also be asked to compare all the other school districts in the Town of Huntington with the school district that benefits the most from the Melville area. Mr. Hohn stated that you cannot go just by school district. He stated they should leave out school district and just ask about tax base. Mr. Machtay stated that the school district is going to be the first to complain if you add that many children to their district, but they are the district that has the largest industrial contributor of monies but not of children. Mr. Hohn stated that he was not talking about school district, but about how much Town tax does Melville contribute to the Town; what's the percentage? He stated that he was talking about all taxes to the Town, excluding school tax. Mr. Klein asked about Highway. Mr. Hohn stated that he was talking about any monies paid to the Town. Mr. Klein asked if they would want to have it by category. Mr. Hohn replied that they could if they wished. Mr. Klein stated that the school district gives 10 year abatements. Mr. Hohn replied that they do not any more. Mr. Klein stated that some of those are still operative. Mr. Machtay stated that the schools get the full amount of their taxes due, although some of the office buildings in Melville are still under abatements. Mr. Hohn stated that there was nothing in the tax base that says anything about tax abatements. Mr. Machtay stated that they were addressed somewhere in the study. Mr. Hohn asked how much money the Town is losing from tax abatements. Mr. Klein replied that it was, obviously, a fortune. Mr. Hohn stated that the need for tax abatements is not there anymore. Mr. Machtay stated that the next question is how much longer the abatements were in effect; most of them were for 10 years. Some of the buildings in Melville are near the end since many of them were built in the 1970s. Mr. Feinbloom stated that they were still operative and they have one or two buildings constructed in the early 1980s. Mr. Machtay stated that there were 2,3 or 4 years to go. Mr. Hohn asked, if you build a building today, are you entitled to a tax abatement. Mr. Feinbloom replied that he did not know. Mr. Cisternino stated that the study states that they don't recommend tax abatements in Melville, since "In Melville, tax abatements increase the sales value of property not significantly." Mr. Hohn stated that he could see

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tax abatements in the early 1970s to entice people in but they were not necessary now. Mr. Machtay stated that this should be more thoroughly addressed as to what this means to the Town's tax base, and the school district's tax base. Mr. Hohn stated that, all through the Preferred Plan, they talk about the tax rate and how much it will contribute, but they do not say if they will give tax abatements. Mr. Machtay stated that clarification should be asked regarding what can be expected over the next 8-10 years when these abatements mature.

Page 2-65 - Mr. Hohn stated that, regarding the price per sq. ft., they quote anywhere from \$18-\$25 to \$17-\$28. Mr. Hohn stated that they quote Cranes, as of October 6, 1986, saying that the average price of an old or a new building is \$18.64 per sq. ft. Coldwell Banker stated that it is \$18-28. He stated that this was a big difference. Mr. Cisternino stated that this would change depending on the number of sq. ft. that are unrented. Mr. Hohn stated that they were quoting on the "average" square foot, and that seems very low. Mr. Feinbloom stated that they have a number of large tenants who moved in in the mid or late 1970s and have long term leases and are paying \$15-\$16 per sq. ft. Mr. Levin stated that his company investigated the Route 110 area and \$18 is similar to the figures they got. Mr. Feinbloom stated that they also have tenants paying \$22, \$23, and \$24 per sq. ft. Mr. Machtay stated that there are still tenants living on the tax abatements. Mr. Cisternino stated that it was a question of supply and demand. Mr. Levin stated that, in the 1970s, tenants signed at least a 20 year lease. Mr. Holihan asked about escalation clauses.

Page 2-69 - Mr. Cisternino stated that it mentions current asking rents and prime buildings average \$23-25 per sq. ft., although it was reported that one new complex, presently under construction, rents as high as \$29. Some rents may be as low as \$17-\$23. He stated that offices with Route 110 frontage were more marketable than those without Route 110 frontage.

Page 2-65 - Mr. Hohn stated that the last paragraph talked about Nassau County; Mitchell Field and EAF Plaza. He stated that, if you read the paragraph, you should add, after the last sentence, "don't let this happen to Melville." He stated that that is exactly what they are afraid of; problems with air quality and water. He stated that they (Melville residents) could lose everything.

Page 2-66, Table 2-28 - Mr. Hohn stated that, regarding the history of development in Melville of office space, again, the figures only go up to 1985. He stated that these figures should, at least, include 1986 and possibly 1987. Mr. Machtay asked how many buildings were added in 1987. Mr. Hohn replied that that is covered later on, as well as what is under construction and what is proposed. Mr. Machtay asked how many buildings were approved in 1987.

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Page 2-70, second paragraph - Regarding vacancy rate, Mr. Hohn stated that one report estimates the vacancy rate at 4-5%; he stated that they are taking this rate from one newspaper and that is seems very low. Mr. Feinbloom stated that that figure is definitely low; it is more like 20% on the average. Mr. Hohn stated that they should use some other sources than the real estate newsletter.

Page 2-71, second paragraph - Mr. Hohn stated that the report states there are 2,000,000 sq. ft. of office space under construction or approved (they are talking about the absorption rate). They say it will take over 5 years; he asked if they were basing this on 4-5%. Mrs. Earing stated that they are basing that on Fine's report; the Town of Huntington Surveys and recommendations. Mr. Cisternino stated that they cite two other studies. Mr. Levin stated that he did not think they were pining it down, but giving a choice. Mr. Cisternino stated that they were making a point and the figures vary.

Page 2-73 - Regarding Industrial space, Mr. Hohn stated that the vacancy rate is shown to be below 2%. He questioned that. Mr. Machtay stated that the Committee would ask them to verify the numbers and state their source.

Page 2-75 - Regarding hotels, Mr. Hohn stated that the Royce Carlin is noted to be presently under construction. Mrs. Earing stated that it was noted that the hotel was expected to open in late spring of 1988. Mr. Hohn stated that this information should be updated. Mr. Machtay stated that they should negotiate with the sand mine for a park. Mr. Hohn stated that, along Spagnoli, from Route 110 to the dumps, there was parking for the hotel. Mr. Machtay stated that they had received complaints from various business owners along Spagnoli Road asking what would be done about this. Mr. Hohn stated that there were at least one or two (maybe three discos) in the Royce Carlin, and 3 separate restaurants. Mr. Cisternino stated that they were drawing business from the Marriott in Garden City. Mrs. Earing stated that the Radisson would not be as bad.

At 9 p.m. Mr. Feinbloom left the meeting.

Mr. Goleeke stated that it was 9 p.m. and he asked if the Board would like to set a date for another meeting. Mr. Hohn stated that he had a few more comments on this section.

Page 2-79 - Mr. Hohn stated that they were talking about fire protection, and they state that the fire department has no need for any new facilities. Mr. Cisternino stated that there was no water problem; Mr. Hohn agreed. Mr. Goleeke stated that there might be if they enlarge the sewers. Mr. Hohn stated that the report stated, in the second paragraph, that although there was a need for personnel, there was no need for additional equipment or facilities and it gave a source. But, he stated, if you talk to the fire department, there

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is a big need for facilities. He stated that he really questioned this. Mr. Holihan stated that the people preparing the report must have talked to the fire district and Mr. Hohn replied that it all depended on who you talked to in the fire district. He stated that, at that time, they were thinking of renovating the existing firehouse. Or of selling the existing firehouse. Mrs. Earing asked if this fire house was on Route 110 and Mr. Hohn replied that it was on Sweet Hollow Road. Mr. Klein stated that they might need another one south of the LIE. Mr. Hohn stated that the report noted there were only six dispatchers and two maintenance men. Mr. Machtay asked who they should contact regarding this difference of opinion and Mr. Hohn replied Charles Martin, Fire Commissioner of Melville Fire District, regarding whether any further fire facilities are needed in the Melville area; if so, what is needed and where would they like it to be located. Mr. Hohn stated that the fire chief has nothing to do with this and is only in charge of fire management. Mr. Levin stated that he would know if his equipment is sufficient. Mr. Hohn replied that that was true, but the fire commissioner and Board of Directors take care of the budget. They will consult the chief. Mr. Hohn stated that he did not know who "Reeser" was, who was mentioned in the 1987 figures.

Mr. Hohn stated that, regarding ambulance services, it is important to note how many are responded to and how many are in the Route 110 area (in the industrial area), and also their response time. He stated that this last item was very important; not only how long it takes them to get from the firehouse to the accident, but the time it takes from the time the call is placed. He stated that, especially during rush hour, the fireman cannot get to the firehouse to get to the scene of the accident. Mr. Levin stated that response time for fire fighting emergency service is hampered due to traffic congestion, especially during morning, lunchtime and afternoon. Mr. Klein stated that all traffic is hampered during those times. Mr. Levin stated that perhaps they could contact volunteer fire fighters to get that information. Mr. Hohn stated that the fire department basically knows when the call is placed and when the vehicles leave. Mr. Klein stated that, in his experience, it takes about 9 minutes for their vehicles to get from Sweet Hollow to Bagatelle Road. Mr. Levin asked if the ambulance service came out of the fire department in Melville. Mr. Klein stated that his was the last house in the Melville fire district. Mr. Levin asked if they were volunteer and he replied that they were. Mr. Machtay stated that the Committee would like more in-depth information regarding response time, fire fighting and emergency services. Mr. Hohn asked that they also give the amount of equipment they have and how much is needed for the Route 110 area and how much for the residential area.

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Page 2-78 - Mr. Hohn stated that they have a 100' ladder, which is not needed for a house fire, and they have three ambulances, which would not all be needed for residential fires. Some of the committee members disagreed. Mr. Hohn stated that one ambulance would be sufficient, since 90% of the calls are in the Route 110 corridor. He asked for a comparative study of the number of calls for emergency services in the Route 110 corridor as opposed to the entire residential area. Mr. Hohn stated that, regarding the tax rate, the fire department just changed their tax rate.

Page 2-81 - Table 36, School district absorbing students. Mr. Hohn stated that there was a declining enrollment in the school district. Mr. Hohn stated that the report noted that Sunquam school has an enrollment of 418 students, but the report doesn't tell you the capacity of any the schools. Mr. Klein stated that the report gave the total capacity, which changes from year to year, because they change the use of the school regarding how many children attend who are restricted educationally. Mr. Hohn stated that this figure might change from year to year, but it would not change very drastically. Mr. Klein stated that it could change very drastically. Mr. Klein stated that, if you take a 660 sq. ft. elementary school and install non-mainstream, handicapped children, you would only have 10 children in that room; otherwise you could have 33. Mr. Hohn asked for a range for each school and he stated that his main concern was the Sunquam Elementary school because that is where any of the elementary students from the 3100 homes will attend school. (He stated that he was misquoted in the paper.) Mr. Klein stated that that was not necessarily true, and that Half Hollow Hills shipped them all over the place.

Ms. Bolton stated that, in a few DEISs for Melville, Sunquam was the attendance area for everyone and everyone complained about not putting in enrollment capacity. Her figures show 489 students which is close to capacity. There is an accumulation of prospective students from a number of the developments and everyone avoided the question of what to do when it gets to capacity and how they will arrange attendance areas. They asked the school district and did not get any answers. Mr. Hohn stated that that information is forthcoming now. Mr. Machtay stated that people were wondering where the 3100 students would go. He stated that all this report gave was a recommendation and it might not be what was recommended by the Master Plan. He stated that the 3100 homes may generate that many children. He stated that the Committee first had to ascertain what the data is and then evaluate what the recommendations are. Mr. Hohn stated that the school enrollment is declining. Mr. Machtay stated that the Committee should get the data and not worry about the recommendation. Eventually, the recommendation has to reflect what the data says. Mr. Hohn stated that, when they start commenting on the Preferred Plan, the report has to recommend where they are going to put the students. Mr. Hohn stated that the figures were not

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complete. Ms. Bolton stated that the students would be distributed between a high school, junior high school and elementary and that this should be part of the data. Mr. Hohn stated that there were seven elementary schools in the area. Mr. Cisternino stated that the report stated that 1/3rd of the 3100 homes would be built in the sand pit 40 years from now. Mr. Hohn stated that they should be able to get an estimate of a building's capacity.

Mr. Machtay noted that that was the last of the comments on Chapter 2 and he asked that the Committee set a date for another meeting. Mr. Hohn stated that Section 3 is the Preferred Plan and that would be a long meeting. Mr. Machtay stated that he had requested an extension to September 30th. Mr. Levin asked how long it would take to prepare the comments and Mr. Machtay replied that the secretary's minute will be the comments. The Committee will review the comments. The Secretary stated that she would have the minutes ready by next week. Mr. Levin stated that the minutes should be mailed out to the Committee members for review before the next meeting and he asked to be called when the minutes were finalized. The Committee agreed to meet next on Monday, August 15, 1988 at 7:30 p.m.

The meeting concluded at 9:10 p.m.

DEWEY, BALLANTINE, BUSHBY, PALMER & WOOD

5 1988

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CABLE ALL OFFICES: DEWSALAW

August 4, 1988

Mr. Richard Machtay
Town of Huntington
Department of Environmental Control
100 Main Street
Huntington, New York 11743

Re: Draft Generic Environment Impact
Statement: Melville-Route 110 Area

Dear Mr. Machtay:

Mr. Bowman and Mr. Joseph appreciated the opportunity to meet with you to discuss the concerns of Broad Hollow Estates, Inc. and 110 Sand Company about the impact of the Draft Generic Environmental Impact Statement ("DGEIS") for the Melville-Route 110 Area dated April 1988, on the approximately 300 acres owned by Broad Hollow and leased to 110 Sand Company located to the north of Spagnoli Road. We submit these written comments to summarize our concerns and ask that they be made a part of your record.

The DGEIS contains various recommendations with regard to the future zoning in the Melville-Route 110 Area. As a result of a perceived heavy burden on the existing and future road system, the DGEIS recommends greatly reduced industrial zoning and greatly expanded residential zoning. In particular, with regard to Broad Hollow's property, the DGEIS states that "[t]he area along Spagnoli Road, which is presently a sand mine, clean fill disposal site, and asphalt plant, would be allowed to remain as such. Its eventual development, however, would be limited to residential use at medium-high density." DGEIS at p. 3-6.

This recommendation is a cause of extreme concern to Broad Hollow because if it were adopted and implemented by the Town of Huntington, approximately 200 acres of Broad Hollow's property would be rezoned from light industrial use to residential use. This, of course, would have a profound impact on the value of this land and limit the options for its future use, and we would be forced to oppose it. Such a significant and serious step is premature and such a dispute is not now necessary.

In 1983, Broad Hollow submitted a site plan map in support of its effort to erect a hotel on a portion of its property. Although this map also proposed subdividing the remainder of the property into an industrial park, since that time Broad Hollow has developed no plans or taken any steps to use the property for that or any purpose other than its current non-conforming use. This is consistent with the finding in the DGEIS that Broad Hollow's property will continue with its present non-conforming use for another 20 to 30 years. DGEIS at p. 4-29.

While the present lease and agreement between Broad Hollow and 110 Sand have termination dates occurring within the next several years, they will in all likelihood be renewed as in the past and the property will continue to be used for sand and gravel mining pursuant to its non-conforming use. When the property is ultimately suitable for development, which will likely be many years in the future, the Town will of course have an opportunity to review site plans in accordance with applicable law.

Since, as the DGEIS states, development will ultimately be influenced by market forces, government policy decisions, improvements in the surrounding infrastructure and landowners' actions, DGEIS at p. 4-29, it is unnecessary and unwise for the Town to address any future zoning changes for the Broad Hollow property at this time. It would be prudent and efficient to defer consideration of any zoning changes to a future time when the property might be used for some other purpose. At that time, prevailing market conditions, government policies, the nature of the surrounding area and traffic and infrastructure conditions would be known so that any zoning determination that is made would be based upon a complete and current understanding of the applicable circumstances rather than upon suppositions.

For these reasons, Broad Hollow opposes the recommendations of the DGEIS regarding changes to the zoning for Broad Hollow's property, and urges the more rational approach of maintaining the current zoning arrangement until such future time when the property is to be used for some purpose other than its current non-conforming use.

Thank you for this opportunity to present these views for your consideration.

Very truly yours,


Jack Kaufmann

Copy to: Mr. Virgil M. Price, II

JOINT MEETING OF ENVIRONMENTAL AND TRAFFIC, LAND USE, HOUSING AND
OPEN SPACE, AND ECONOMIC DEVELOPMENT CITIZEN'S ADVISORY COMMITTEES
FOR THE COMPREHENSIVE PLAN.

August 15, 1988

ATTENDING: J. Asher, A. Cisternino, Stanley Levin and
A. McKay, Planning Board Members;
Donald Hohn
Richard Holahan

GUESTS: Charla Bolton, In-House Task Force
Richard Machtay, In-House Task Force
Secretary - Irene Barrett

AGENDA: Melville GEIS

NEXT MEETING - August 29, 1988 - 7 p.m.

CAC MEETING

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The Committee discussed the figures stated at the last meeting regarding waste per day and Mr. Levin stated that Mr. Tilden had checked three buildings and found that one pound per day per every 100 square foot of office space was correct. Mr. Machtay stated that the figure was always close, and the only time there might be a variation was if the building had a significantly different use.

Mr. Holahan stated that the draft was going to the State DOT and the County and he asked if it would be sent to anyone else. He stated that, the more you get into this, the more you realize that you are up against the fearful problem of getting the road system adequate. He stated that plans coming out of Albany and Riverhead take a long time and he felt that the Committee and the Planning Board and Town Board should bring some influence to bear on those responsible for making decisions on these improvements. He stated that development in Melville would come very quickly if they didn't have another moratorium and he asked if there should be a continued liaison with those people.

Mr. Machtay stated that the State and County would get all the updates and responses. He stated that he believed that he received comments from the State, but not yet from the County, but he did send numerous copies to both agencies for different staff members in different departments to review. He stated that he received comments from the State DEC. Mr. Holahan stated that these agencies had to wait for the Town's lead. Mr. Machtay stated that they know that these are State roads and the State has to allocate funds to make the improvements happen. Mr. Cisternino stated that, when the Board was considering Omni, they checked with the State and found that the State had no plans for widening the roads for at least ten years. Mr. McKay stated that he recalled that, but there is \$250,000.00 "kicking around somewhere" that people put into a fund to begin work on this project. Mr. Machtay stated that that amount would only possibly cover a turn lane and would not go very far. Mr. Holahan stated that the interchange of Route 110 and Northern State Parkway was a tremendous project. Mr. McKay stated that the fund could be built up and become significant after a while and, hopefully, one intersection, possibly Route 110 and Old Country Road, could be improved.

Mr. Levin stated that Mr. Machtay had stated that he would not mind chairing the meeting regarding the Melville GEIS discussion. Mr. Machtay stated that Mr. Levin did not want a Board member to chair the meeting. Mr. Levin stated that minutes had been received and he asked if anyone had any corrections.

Mr. Holahan stated that his name was misspelled.

Carol Brown should have been noted representing Joyce Squire of the Conservation Board.

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The Committee asked that the date and time of the next meeting be noted on the cover page.

Page 7 - next to the last line, omit the word "not".

Mr. Machtay stated that the Board should start their meetings promptly at 7:30 p.m. and start "winding up" at 9 p.m. so that they can leave by 9:15 p.m. Mr. Machtay stated that he spoke to the Supervisor who stated that she saw no problem in extending the time to September 30th.

Page 3-2 - Second paragraph, last sentence and third paragraph: Mr. Hohn stated that, if he is interpreting this correctly, they are basically saying that until the roads are built and improved, you cannot build. Mr. Machtay quoted that "No additional non-residential development can be accommodated within the Melville Route 110 site area." Mr. Hohn stated that this goes along with a comment Mr. Holahan made. He stated that he did not see how they could put a Comprehensive Plan together when you don't have the roads. Mr. Machtay stated that the Comprehensive Plan has to address roads. Mr. Hohn stated that the Comprehensive Plan of 1966 addressed roads but the roads were never built and that is one of the reasons they are in the predicament they are in now. He stated that the Town, the business community, the developers and the residents should get together and put pressure on the County and the State, and once the roads are in place, then start thinking about building. Mr. Cisternino stated that he thought they meant that once plans were underway for upgrading the road system. Mr. Hohn stated that plans are not good enough and that plans would not move cars; roads would move cars, and, until the roads are built, you cannot develop. He stated that, all through the study, they make reference to road improvements which they assume are in place, but they are not.

Mr. Cisternino stated that what Mr. Hohn was suggesting was a complete moratorium on building of non-residential projects. Mr. Hohn stated that he would take it one step further and impose a moratorium on residential and non-residential; a total moratorium until the roads are fixed. He stated that the only way this would be done was to have the Town tell the developer he could not develop. Mr. Cisternino stated that 3100 homes were proposed and one-third of those would be in the sand pit, so they were only talking about 2000 homes. Mr. Levin stated that the only reason the report did not include residential was because there would not be as much traffic. Mr. Hohn stated that the Town should put pressure on the developers to put pressure on the State to improve the roads. Mr. McKay stated that that was modified after several different scenarios are played out, and they state, on Page 3-5 that "The Preferred Plan for development was formulated on recommendations for future land use which could be accommodated with reasonably foreseeable infrastructure improvements." He stated that it did not recommend

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banning all development. Mr. Hohn stated that, if you read the report, they assume that the roads are six lanes when they are not and that bridges are built, when they are not.

Mr. Machtay asked Mr. Hohn if he felt that there was no use proceeding with review until the proper roads were built and Mr. Hohn replied that that was correct, and that there should be no further development. Mr. Holahan stated that, in that case, planning in the Town would be determined by the Courts. He stated that there are other factors, such as the staggering of hours and whether the starting hours and closing hours could be staggered and whether carpooling could be encouraged and he stated that mass transit systems would be developed as the population grows. Mr. Hohn asked how many years they had been saying these things and he stated that it is a proven fact that people do not carpool and do not use mass transit. Mr. Machtay stated that, for some reason, carpooling and mass transit do not seem to work in this area but that Mr. Holahan was making a good point and that the courts would be deciding on zoning and development. Mr. Hohn stated that, if they had a strong legal counsel, they could win some cases. He stated that the Town had to take a firm stand. Mr. Cisternino asked if Route 110 was being widened right now. Mr. Hohn replied that it was not, but it had been widened from the Babylon Town line to Republic Airport last year and it is now being widened from Republic Airport to the Southern State Parkway. Mr. Machtay stated that it was recently widened from the Babylon Town line north and Mr. Hohn stated that that was three years ago. Mr. Machtay stated that he thought it was last year. Mr. Machtay stated that the Committee and the Planning Board probably agreed that conditions were "horrible" but, if Mr. Hohn would analyze the situation, he would agree that he did not want to see the Courts determine development in the area.

Mr. Hohn stated that a moratorium had been imposed on Melville two years ago and everyone thought there would be many law suits, but there was not one law suit. Mr. Levin stated that that was done with a reasonable time limit and it had been tested in other towns so that Huntington knew they were relatively safe. Mr. Machtay stated that Mr. Hohn was saying that they should not have a master plan and that they should not adopt anything from the study until the roads are fixed. He stated that a moratorium sets out a goal, a set of standards and something you are looking to achieve, and hopefully, at the end of the moratorium, you have achieved this. Mr. Hohn stated that the road plan was laid out in the report. Mr. Machtay stated that Abeles/Schwartz had submitted an entirely different plan and there are other alternatives. Mr. Machtay stated that he did not agree with all of them but there could be other north/south roads or a grid system further south, etc., to alleviate some of the traffic problems. He stated that there were some things in this study which did not make sense, such as how land is presently developed, but Abeles/Schwartz, as professional consultants, had given a different

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view of what could happen. Mr. McKay stated that, because the Town does not have a master plan, projects are beginning to happen "piecemeal" as they were three years ago. Mr. Machtay stated, for example, that the Underwriters Laboratory approved by the Planning Board earlier this year, has an expansion of FAR .52. They came in with a set of parameters that were not as bad as an office building; they had engineering, research, storage and laboratory, so the .52 did not generate the type of traffic that a "regular" office building would have. But, he stated, they would hope that Underwriters does not sell their building in the future, and if the Board had followed the recommendation of the study, they would have turned that proposal down.

Mr. Holahan asked, assuming one year has passed, and they have the updating and the road system which is recommended, how do they move with the State and the County. Mr. Machtay stated that he heard that the State had pulled all monies for improvements on the roads in the southern part of Melville and he received a call from a developer's attorney. Mr. Machtay told him that they claim to have the "big money" and can make things happen and he told them to lobby the State to make this happen. He stated that he, and the residents, were unable to make this happen. Mr. McKay stated that the study projects 20 years ahead and shows what the proposed improvements to be done could accommodate in the next 20 years. The study recommends cutting down the industrial conversions to office buildings by cutting down the FAR to .15, and to rezone many of the areas that are presently zoned residential. Mr. Machtay stated that the FAR .15 was a goal for office buildings, and, as the roads improve, they could expand the size of the office buildings. He stated that this was the incentive to send them to the State to lobby. Mr. McKay stated that it was recommended that the Town should say, that given the projected road improvements for the next 20 years, this is all the development we can expect to accommodate, but if more road improvements are made, perhaps more development can take place. Mr. Machtay stated that he did not think, from a realistic point of view, that they could expect to get all of the improvements done, if any. He stated that Mr. Mazzola would bear this out. He stated that there are 11,000,000 sq. ft. being built on, plus the potential for another 6,000,000 or 7,000,000 sq. ft., and, if you allow the current trends to continue, you would end up with 20,000,000 or 30,000,000 sq. ft. One of the goals would be to implement a master plan to stem the tide and "put the brakes on" to control this "bronco out of control". He stated that the Committee knew what would happen if a developer is held up for too long and he stated that the the Town "got lucky" with the Tilles decision. Mr. Machtay stated that the Town had to come up with a plan to allow some breathing area for the developers, the Town and the Planning Board, so that decisions can be made based on a rational, workable plan, even if it takes 20 years to get into place. The Committee discussed organizations in the area and Mr. Hohn

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mentioned "110 Action", Ms. Bolton mentioned "Long Island Association"; Mr. McKay mentioned "Businessmen for a Better Long Island". Mr. Machtay stated that Mr. LoGrande worked for the last organization. Mr. McKay stated that there were a lot of buildings going up in Brookhaven. Mr. Machtay stated that it might be the Planning Board's advantage, before anything is decided, to meet with some of these people to get their input.

Mr. McKay stated that he would like to get something "in place" as soon as possible, and an FAR of .10 is better than what they have now. He stated that limits must be agreed on. Mr. Machtay stated that, right now, the average FAR is .35 for office buildings, and .27 for industrial buildings, so if all office buildings are made .15 as a blanket approach to I-6 zoning, you will end up making all existing buildings non-conforming. Then, if the owner of an existing building wants to put a small extension on his building, he has to go to the ZBA. Mr. McKay stated that they had the same problem with C-6. Mr. Hohn stated that this would be a temporary situation until the roads are improved. Mr. Machtay stated that the problem is that the function of the ZBA is to give relief from the code and the law. Mr. Hohn stated that the applicant would have to prove that his building will not affect the road system. Mr. Machtay stated that the applicant did not have to prove that; he has to prove that it would "hurt his pocketbook". Mr. Hohn asked if the building owner had a responsibility to provide safe transportation and a healthy environment and Mr. Machtay replied that the Town or the State had that responsibility. Mr. McKay stated that they should not let the exception make the rule. Mr. Machtay stated that they would end up making people do what they don't want them to do. He suggested that the Committee proceed with their review and come up with a reasonable findings statements, as well as a cap on FARs. Mr. McKay stated that they had a moratorium on C-6, the Board had gotten site plan review, but when he drove down Jericho Turnpike today, he saw another new building going up next to the Hess gas station, east of Larkfield Road, which is practically right on Jericho Turnpike; there is no setback and you cannot see the Hess sign through the open steel work. Mr. Machtay stated that the building permits were given out more than two years ago, and he could not even get street trees on that site. Mr. Hohn stated that these problems were not in the Comprehensive Plan, but in the Zoning Ordinance. Mr. Machtay stated that a Comprehensive Plan can say what should happen but the Zoning Ordinance would have to be updated. Mr. McKay stated that that would take anywhere from six months to two years. Mr. Machtay stated that that was why the Committee had to move along with this review.

Mr. Machtay asked Mr. Hohn if he had any further comments on the study. Mr. Hohn stated that he believed something has to be done with the road system first. Mr. Machtay stated that one of the things that could come out of this study was an "Action Plan" where

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they could get together with the residents and the business community to put pressure on the State and County. Mr. Holahan stated that planning should start now and it is outside of their realm. Mr. Machtay stated that the State DEC sent some comments on the study. Mr. Cisternino stated that the report states many times that the traffic problem is bad but it does not infer that everything should cease. As a matter of fact, they say that one alternative is to stop everything, the second alternative is to go with the Comprehensive Plan they already have, and the third alternative is the proposed plan. They are recommending FARs for industrial, and office space outside the core area and they are recommending certain guidelines. Mr. Cisternino quoted: "On irregular sites, parking requirements would tend to set the limits for development. On small sites, minimum offsites would tend to set the limits and on larger sites, FAR requirements would tend to set the limits."

Mr. Holahan stated that he would not be concerned about the time it takes to amend the zoning ordinance. He stated that this is a basic ordinance that came out of the 1965 plan. He stated that you were only talking about 5% of the acreage in the Town that is very intensively used and the zoning ordinance will just be amended for those districts. He stated that he was there when the present zoning ordinance was written by Bartholemew. He stated that Glen Horn was President of the ZBA at that time and he sat in on all the meetings. The plan was pretty well advanced by the time the zoning ordinance was prepared. Mr. Hohn stated that all zoning had to be changed; residential and commercial. Mr. Machtay stated that some people felt that there were serious problems with the steep slope ordinance and C-6, and special use permits. Mr. McKay stated that, even if they do get the Melville Sewer District on-line and operating, the report lately is that the Southwest Sewer District is operating at full capacity. Mr. Hohn stated that the report also makes reference to the sewer district being in place. Mr. Cisternino stated that the report recommends road improvements and states that they should limit development to the core section and decrease the office and industrial development. Mr. Machtay stated that they were making recommendations to stem the tide, but not completely stop it. Ms. Bolton stated that any possible alternatives should be implemented. Mr. Hohn stated that all possible road improvements should be addressed. Mr. Machtay stated that there were suggestions from Abeles/Schwartz and the Staff that could possibly alleviate some of the traffic problems without implementing recommendations in the study.

Page 3-9, Mr. Levin stated that this section addressed proposed roadway improvements. Mr. Cisternino stated that Page 4-14 addressed the roadway network. Mr. Levin stated that there were two key improvements needed: the reconstruction of Route 110 between the LIE and Northern State Parkway to six lanes and eight lanes on Route 110. Mr. Machtay stated that Mr. Mazzola felt that that would not happen.

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Mr. Asher asked about six lanes and Mr. Machtay stated that that has happened. Mr. Machtay stated that Mr. Hohn felt, with the understanding that most of the recommendations for road improvement in the study were "pie in the sky", the preferred plan is unrealistic and other alternatives should be provided. Mr. Hohn asked what could be done with Melville, right now, with the present road system; what recommendations could they make to better the situation. Mr. Machtay stated that one of the problems is that there are certain lands that are so situated and so influenced that they cannot be developed at the existing zoning, and the study would be seriously remiss if it recommended that they be developed at the existing zoning. He asked if an applicant could be told that he could not develop his property at all. Mr. Hohn stated that it was not LKB's problem, but the Committee's problem and they had to come up with recommendations on the comprehensive plan, and if they know the roads will never be built, they are basing the comprehensive plan on an assumption. Mr. Asher stated that LKB is making these recommendations and they appear to be pretty reasonable and even though it may not be anything more than "wishful thinking" the Committee should let someone know that they need these "wishes" to come true. He stated that this was at least a step in the right direction, because even though some people say these things will never happen, the Town would be in for major headaches for the next 20 years. Mr. Machtay stated that Mr. Hohn's comments at the meeting two weeks ago were good and he made very good points, but as far as the preferred plan was concerned, this was not what would be adopted in the Master Plan and the Master Plan may determine that no more development should occur, based on this document.

Mr. Holahan stated that the DOT must be as concerned as the Town about the road system in the area, and he stated that he would like to find out what they are thinking. He asked if LKB talked to the State. Mr. McKay stated that Page 3-9 mentions improvements not planned for by State or local transportation agencies. Mr. Holahan stated that there must be schemes afoot to relieve the situation. Mr. Hohn stated that, in all the conversations he has had with the State, he has been told they have nothing even in the planning stage for improvements for Route 110 or the LIE. Mr. Hohn stated that there were five years of planning and ten years before they build anything.

Mr. Levin asked if there was anything planned for Republic Airport, which is DOT-run. Mr. Machtay stated that they were talking of expanding it. Mr. Levin stated that plans for Republic Airport would meet with a lot of opposition from local groups in the area. He stated that what was done with Republic would affect the roadways in the area. Mr. Holahan stated that the site contains 88 acres.

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Mr. Cisternino stated that the Committee was being too negative in their approach to the document. He stated that, instead of saying what was not good, they should start with points that look good and start being constructive.

Mr. McKay stated that, what they have done in Section 4 is to assess the environmental impact of the preferred plan, and that is the Environmental Impact Statement. He stated that if the Committee started "tinkering" with this study, they would have to write a new Part 4. Mr. Machtay agreed and he stated that the Committee would have to write a new impact statement, or do a SEQRA review, before they can adopt a master plan. However, if the Board adopts the Report, it will stand as their impact statement. He stated that some of the recommendations would be adopted and some would not and an in-house impact statement would have to be prepared for the entire master plan, not just Melville.

Mr. Holahan asked what the Committee should do about the report's assumptions on road improvements. Mr. Machtay stated that the Committee should duly note it and it should be a serious concern of the CAC Committees and taken under consideration and future advisement. The Planning Board and the Director of Planning should start planning to perhaps meet with some other agencies and residents, and the DOT and County, to find out what it will take to get them to implement some of these recommendations. He stated that, if 110 does not get widened to eight lanes, perhaps putting a road through the McGovern Sod Farm, or the Indian lands would relieve some of the traffic on 110. Mr. McKay stated that the bottom line is that development cannot continue at the existing trend.

Page 3-4, Mr. McKay quoted: "It is mandatory, therefore, that additional traffic improvements be made to the road system, and future development be reduced to a level which the improved road system is able to serve at an acceptable level." He stated that there are several kinds of land use actions that could be taken to considerably reduce the future vehicle movements. Mr. Machtay stated that Mr. Engstrom attended one of the Abeles/Schwartz Meetings and listened to a discussion about reducing the FAR to .15 for industrial, and .3 for office buildings. Mr. Engstrom stated that one of the things that has happened in Melville, unlike other parts of Long Island, Farmingdale, Babylon, etc., is that it looks very nice and there are high quality buildings. If developers are now told that they can only put up buildings half the size, they have to make as much money as they possibly can on their investments and the question is what kind of buildings they will put up. Mr. McKay stated that Melville was not staying the way that it should; many buildings are increasing in size and encroaching into their buffers. Mr. Machtay stated that they need a plan that puts reasonable limits on this. Mr. Machtay stated that some of the recommendations for uses are less peak hours, retail service, hotel/conference, and entertainment.

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Mr. Hohn stated that there is a deli on Republic Road, near Smith Street, with a sign saying "FAX your lunch order and we will deliver it". Mr. Asher stated that a FAX salesman told him that the most sales are made to deli owners and one deli in Melville FAXes their specials to the local office buildings the night before and accepts orders by FAX the following day.

Page 3-4 - Mr. McKay stated that the Committee had to make more extreme recommendations than those cited. Mr. Machtay stated that the Committee could make other, rather than more extreme, recommendations. Ms. Bolton stated that the basic issues would be establishing an FAR on existing zoned industrial property and eliminating property that was scheduled to be rezoned to industrial. Mr. Hohn asked how the preferred plan should be altered and Mr. Machtay replied that he did not think it should be altered. Mr. McKay stated that the Planning Board is going to create a Master Plan and the Committee should get their recommendations. Mr. McKay stated that another alternative is to require the developers to contribute to a "seed money" fund. Mr. McKay stated that the precedent existed and that, in other parts of the Country, this is done as a matter of practice. He also stated that Newsday had paid into the fund on Ruland Road. Mr. Machtay stated that Ruby Wagner had put up that \$100,000.00.

Mr. McKay stated that the road problem is no longer unique in Huntington. He stated that if you travel in the central part of the Island, from Bohemia to MacArthur Airport, east and west on Sunrise, any hour of the day, the traffic is tremendous. He stated that all these other communities would be pressuring the State for their share of monies to improve the roads, including Routes 111 and 112. Mr. McKay stated that this was not a Town problem, but a County and regional problem. Mr. Machtay stated that the Planning Board, Planning Department, Planning Director and the Town Board all have to get the wheels in motion to solve some of these problems. Mr. McKay stated that the LIE was at a standstill at 6 a.m. in the morning, with solid traffic heading west from exit 64, Holbrook. Mr. Hohn stated that at 11 p.m. at night you can zip right through the LIE.

Mr. Machtay stated that the Committee would have to make comments to be addressed, but Mr. Hohn felt that this was not a workable plan.

Page 3-2, second paragraph, last sentence and third paragraph, Mr. Hohn asked for an explanation on how they see the plan being implemented. Mr. Hohn stated that, all through the plan, it is assumed that the road improvements are done and the sewer is in place, and he asked what this plan would be without road improvements. Mr. Machtay asked Mr. Hohn if it was necessary to go through the entire plan, page by page, if he could get this explanation. Mr. Hohn replied that he thought the members of the Committee should realize this when they sit down to update the comprehensive plan.

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Mr. Machtay asked about the date and time of the next meeting and what the topic of discussion would be. Mr. Holahan stated that the Committee should try to meet with a business group from Melville, such as Reckson. Mr. Hohn suggested 110 Action. Mr. Hohn stated that Mr. Feinbloom was a member of that group and he stated that the group also covered Farmingdale. The Committee agreed on setting the date of the next meeting for August 29, 1988 at 7 p.m. Mr. Machtay stated that he would contact the 110 Action group to discuss the road improvements. Mr. McKay suggested contacting Mr. LoGrande. Mr. Machtay stated that that meeting should take place when they have their Master Plan and the Committee can ask for their help. Mr. Levin stated that Mrs. Sonya Bradley was a member of the 110 Action civics and Mr. Asher suggested that Mr. Sackstein be contacted. Mr. Machtay stated that he would contact him, as well as a "Kathy" who is President or Vice President and has called him several times.

Mr. McKay stated that, if you follow the logic, the steps set forth on Page 3-4 are minimal steps that must be followed regardless of what scenario is played out. Mr. Hohn stated that the Committee should ask 110 Action or other groups what they are doing about lobbying for road improvements and what the Committee can do to help them. Mr. McKay asked for a study from the County on what their projected plans are for road improvements in Melville over the next ten years. Mr. Machtay stated that Mr. Mazzola would have that information. Mr. McKay asked for something in writing and Mr. Machtay replied that he would ask Mr. Mazzola for that. Mr. Holahan suggested that Mr. Mazzola be invited to the meeting and Messrs. Hohn and Levin stated that that was a good idea. Mr. Machtay stated that he would ask Mr. Mazzola to the meeting. Mr. Hohn stated that the Committee could meet with Mr. Mazzola and 110 Action at the same time. Mr. McKay stated that the Committee would like Mr. Mazzola to assess the optimism of the roadway improvements. Mr. Machtay stated that Mr. Mazzola had told LKB that these improvements would not happen. Mr. Levin stated that the Committee would like to hear his comments and what he thinks can be done.

The meeting concluded at 9:05 p.m.

Irene Barrett
Secretary

HALF HOLLOW HILLS CENTRAL SCHOOL DISTRICT
OF HUNTINGTON AND BABYLON

Ken

KEVIN N. MC GUIRE
Superintendent of Schools

September 29, 1988

Mr. Richard Machtay
Town of Huntington Planning Board
100 Main Street
Huntington, NY 11743

Dear Mr. Machtay:

On behalf of the Half Hollow Hills Central School District Board of Education, I would like to state our position with regard to the Draft Generic Environmental Impact Statement and the future of the 110 study area in general.

Let me refer first to sections 2.12.3 and 4.12.3 of the report, and more specifically to the impact of additional school age children on the schools within the study area. Although it appears that there currently exists, "a surplus capacity for more than 1,400 students", the number of seats available within the study area is only a very small fraction of that amount at both the elementary and junior high school level. The reductions in enrollment that we have experienced are not uniformly distributed but rather exist to a greater extent at the eastern end of the district. In addition, new programs including those for preschoolers, and gifted and talented students, as well as new mandates of the regents action plan and elective classes now occupy space originally included in our districtwide functional capacity figures. For this reason we are extremely concerned with the number and type of dwelling units that the Town Board would authorize in the areas set aside for residential development.

Although single family houses provide the largest number of students per unit, the greater number of town houses and/or garden apartments per acre would yield a higher total number of students. We would, therefore, encourage the Town Board to designate as much of the residential area as possible for single family minimum 1 acre zoning.

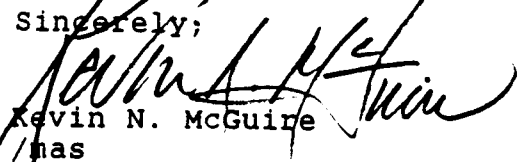
In order to accommodate any larger influx of students than these units would generate would mean redistricting and increased busing. Although the preferred plan suggests the need for improvements in roadways in the 110 area, there currently exists no such proposal in the state's ten year plan. Additional busing in and out of the area, then would become difficult if not dangerous as the major roadways become more congested with each passing year.



It is, finally, our concern that any type of housing other than low density will put enough of a strain on resources such as park lands and sewer treatment plants that the quality of life in the area will suffer from the generalized detrimental effects.

In summary, then, the number of available classroom seats, present roadway congestion, and general quality of life concerns lead us to the conclusion that the greater the residential area devoted to low density single family housing, the better for our district.

Sincerely;


Kevin N. McGuire
nas

RESPONSE

D-2

MELVILLE FIRE DISTRICT**COPY**

423-267

531 SWEET HOLLOW ROAD, MELVILLE, NEW YORK 11747

OC-88

BOARD OF FIRE COMMISSIONERS

ALFRED SILVESTRI
CHAIRMANKEITH McDONALD
FRED HARRISON
CHARLES E. MARTIN
EDWARD G. MAHLER, JR.

September 29, 1988

Ms. Gail Yaeger
Project Coordinator
Ethan C. Eldon Associates
40 Cutter Mill Road
Great Neck, New York 11021

Dear Ms. Yaeger:

Thank you for your letter of September 14, 1988 requesting our input for your Environmental Impact Statement for the proposed commercial development at Old Country Road and Round Swamp Road in Melville.

The Board of Fire Commissioners, in agreement with the Chief's Office, feels that this proposed development would, indeed, overburden the Department's ability to protect this area of Huntington. We feel that, unless Old Country Road is widened for better flow of traffic and that drainage in the area is improved, response to alarms could only be hindered by additional development. Also, the addition of 2,400 cars and employees would have considerable impact on the Melville Fire Department.

Please consider this information when preparing your statement. We would appreciate being kept informed of any progress in this matter. If you need any additional information, please do not hesitate to contact me.

	DIRECTOR	✓
	ASST. DIRECTOR	
	CHAIRMAN	
	AGENDA	
	FILE	

Sincerely,

BOARD OF FIRE COMMISSIONERS
MELVILLE FIRE DISTRICT

Alfred Silvestri
Alfred Silvestri
Chairman

AS:jde

cc: R. Machtay/Director, Planning Board
M. Cuddy/Director, Dept. of Transportation
J. Raia/Town Clerk
Chief/Melville Fire Dept.

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OCT 3 1988

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